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THE LABOUR GAZETTE

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21, 134, 260, 364, 501, 646, 759, 894, 1046, 1188, 1288 1403.	21, 134, 260 501, 646, 759, 894, 1046, 1188, 1288.		21, 134, 260 501, 646, 759, 894, 1046, 1188, 1288.	21, 134, 260 501, 646, 759, 894, 1046, 1188, 1288.	134, 260, 364, 646, 759, 894, 1046, 1180, 1288.	134, 260, 646, 759, 894, 1046, 1188, 1288.	21, 134, 260 759, 894, 1046, 1188, 1288.	21, 134, 260 646, 759, 894, 1046, 1188, 1288.	21, 134, 260, 364, 501, 646, 759, 894, 1046, 1188, 1288.

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Three Rivers.....	365, 503, 648, 895, 1047, 1189, 1288, 1404.	366, 503, 648, 895, 1048, 1189, 1289, 1404.	503, 648, 895, 1289, 1405.	366, 503, 648, 895, 1048, 1189, 1405.	366, 503, 648, 895, 1048, 1189, 1289, 1405.	648, 895, 1189.	366, 648, 1048, 1189, 1289, 1405.	
St. Hyacinthe.....	22, 136, 261 364, 503, 648, 760, 896, 1048, 1190, 1291, 1405.	23, 137, 262 365, 504, 649, 761, 896, 1049, 1191, 1292, 1405.			23, 137, 262 365, 649, 761, 1191, 1292.		1292.	
Montreal.....	24, 138, 367 505, 650, 762, 1050, 1192, 1293, 1406.	367, 506, 763.		763.	367, 506, 763.			
Maisonneuve.....	23, 138, 262 366, 505, 650, 761, 897, 1049, 1191, 1292, 1406.	138, 366, 505.	138.	366.	366.		138, 366.	
Hull.....	25, 139, 263 367, 506, 651, 763, 897, 1050. 1193, 1294, 1407.	25, 263.		25, 140, 263		25, 140, 264		
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Ottawa.....	25, 140, 264 368, 507, 652, 764, 898, 1051, 1193, 1294, 1408.	26, 141, 264 369, 508, 652, 765, 899, 1052, 1194, 1295, 1409.		26, 141, 264 508, 652, 765, 899, 1052, 1194, 1295, 1409.	141, 652.	141, 1194	141, 264, 508, 1052, 1295, 1409.	
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Kingston.....	26, 141, 265 369, 508, 653, 766, 899, 1052, 1195, 1296, 1409.	27, 141, 265 370, 508, 653, 900, 1053, 1195, 1296, 1409.	27, 142, 265 370, 508, 653, 766, 900, 1053, 1195, 1296, 1409.	27, 265, 370 653, 766, 900, 1053, 8195, 1296.	27, 142, 265 370, 508, 766, 900, 1195, 1296, 1053,	72, 142, 653, 370, 1053, 653, 900, 1195, 1410	142, 265, 508, 370, 766, 1195,	1053. 766, 1296.
Peterborough.....	28, 143, 267 371, 510, 655, 768, 901, 1054, 1197, 1297, 1411.	29, 144, 267 372, 511, 655, 768, 902, 1055, 1197, 1298, 1411.	29, 267, 511 768, 902, 1055, 1197, 1298, 1411.	144, 372, 511, 655, 768, 902, 1055, 1197, 1298.	144, 267, 372, 511, 656, 768, 903, 1055, 1197, 1298.	29, 267, 511 655, 768, 902, 903, 1055, 1197.	29, 144, 267 372, 511, 768, 903, 1055, 1412.	144, 1055, 1412.

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Building Trades.	Metal, Engineering and shipbuilding Trades.	Woodworking and Furnishing Trades.	Printing and Allied Trades.	Clothing Trades.	Food, and Tobacco Preparation.	Leather Trades.	Miscellaneous.	Transport.	Unskilled Labour.
22, 136, 364, 502, 647, 760, 895, 1047, 1190, 1290, 1404.	22, 136, 364 502, 647, 760, 895, 1047, 1190, 1290, 1404.	22, 136, 364 502, 647, 760, 895, 1047, 1190, 1290, 1404.	22, 136, 364 502, 647, 760, 895, 1047, 1190, 1290.	22, 136, 364 502, 647, 760, 895, 1047, 1190, 1290, 1404.	22, 136, 364 502, 647, 760, 895, 1047, 1190, 1290, 1404.	502.	22, 136, 364 502, 647, 760, 895, 1047, 1190, 1290, 1404.	22, 136, 364 502, 647, 760, 895, 1047, 1190, 1290, 1404.	22, 136, 364, 502, 647, 760, 895, 1047, 1190, 1290 1404.
366, 503, 648, 895, 1048, 1289, 1405.	366, 503, 648, 895, 1048, 1289.	503, 648, 895, 1048, 1289.	366, 503, 648, 895, 1048, 1289.	366, 503, 648, 895, 1048, 1289.	366, 503, 895, 1048, 1289.	366, 895, 1048, 1289.	366, 895, 1048, 1289.	366, 503, 648, 1048, 1289.	366, 503, 648, 895, 1048.
23, 137, 262, 365, 504, 649, 761, 896, 1049, 1191, 1292 1405.	23, 137, 262 365, 504, 649, 761, 896, 1049, 1191, 1292, 1405.	23, 137, 262 365, 504, 649, 761, 896, 1049, 1191, 1292, 1405.	23, 137, 262 365, 504, 649, 761, 896, 1049, 1191, 1292, 1405.	23, 137, 262 365, 504, 649, 761, 896, 1049, 1191, 1292, 1405.	23, 137, 262 365, 504, 649, 761, 896, 1049, 1191, 1292, 1405	23, 137, 365 504, 649, 761, 896, 1191, 1292, 1405.	23, 137, 262 365, 504, 649, 761, 896, 1049, 1191, 1292. 1405.	23, 137, 262 504, 649, 761, 896, 1049, 1191, 1292. 1405.	23, 137, 262, 365, 504, 649, 761, 896, 1049, 1191, 1292 1405.
24, 139, 367, 506, 650, 763, 1050, 1192, 1293 1407.	24, 139, 367 506, 650, 763, 1050, 1192, 1293, 1407.	24, 139, 367 506, 651, 763, 1050, 1192, 1293, 1407.	25, 139, 367 506, 651, 763, 1050, 1192, 1293, 1407.	25, 139, 367 506, 651, 763, 1050, 1192, 1293, 1407.	25, 139, 367 506, 763, 1050, 1193, 1293, 1407.	25, 139, 367 651, 763, 1050, 1194.	25, 139, 367 506, 651, 763, 1050, 1193, 1294,	139, 367, 506, 651, 763, 1050, 1193. 1294, 1407.	25, 139, 367, 506, 763, 1050, 1193, 1294 1407.
24, 138, 262, 366, 505, 650, 762, 897, 1050, 1192, 1293 368.	24, 138, 262 366, 505, 650, 762, 897, 1050, 1192, 1293,	24, 138, 263 366, 505, 650, 897, 1050, 1293.	24, 138, 263 366, 505, 650, 762, 897, 1050, 1192.	24, 138, 263 366, 505, 650, 762, 897, 1050, 1192.	24, 138, 263 366, 505, 762, 897, 1050, 1192.	24, 138, 263 366, 505, 650, 762, 897, 1050, 1192.	24, 138, 263 505, 650, 762. 897, 1050, 1192.	24, 138, 263 366, 505, 650, 897, 1192.	24, 138, 263, 367, 650, 762, 897, 1050 1192.
141, 899, 1295.	141, 899, 1295.	141, 1295.	26, 264, 369 508, 653, 765, 1295.	26, 141, 264 369, 653, 765, 1295.	26, 265, 369 1295.	26, 141, 265 653, 1295.	26, 141, 265 369, 653, 765.	26, 265, 369 653, 1295.	26, 265, 508, 765, 1295.
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29, 144, 267, 372, 511, 655, 769, 903, 1055,1197 298,1412	29, 144, 267 372, 511, 655, 769, 903, 1055, 1198, 1298.	29, 144, 267 372, 511, 655, 769, 903, 1055, 1198, 1298.	29, 144, 267 372, 511, 656, 769, 903, 1055, 1298.	29, 144, 268 372, 511, 656, 769, 903, 1055, 1198, 1298.	29, 144, 268 372, 511, 656, 769, 903, 1055, 1198, 1298.	29, 144, 268 373, 511, 656, 769, 903, 1055, 1298.	29, 144, 268 373, 511, 656, 769, 903, 1055, 1198.	29, 144, 268 373, 511, 656, 769, 903, 1055, 1198, 1298.	29, 144, 268, 373, 511, 656, 769, 903, 1055, 1198 1298.

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St. Catherines	32, 147, 270 375, 515, 659, 772, 906, 1058, 1201, 1301, 1415.	33, 147, 271 376, 515, 659, 772, 906, 1058, 1201, 1301, 1415.			33, 147, 271 376, 515, 772, 1201, 1415.		33, 147, 271 376, 1058, 1415.	33, 147, 515 1058, 1302.
Hamilton	33, 148, 271 376, 516, 659, 772, 907, 1059, 1201, 1302, 1416.	517, 660, 907, 1202.			272, 660, 773, 907, 1059, 1202, 1302, 1416.		34, 272, 907 1059, 1416.	
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CONDITION OF PARTICULAR TRADES.

Building Trades.	Metal, Engineering and shipbuilding Trades.	Woodworking and Furnishing Trades.	Printing and Allied Trades.	Clothing Trades.	Food, and Tobacco Preparation.	Leather Trades.	Miscellaneous.	Transport.	Unskilled Labour.
30, 145, 269, 374, 513, 657, 770, 905, 1056, 1199 1299, 1413	30, 145, 269 374, 513, 657, 770, 905, 1057, 1199, 1299, 1413.	31, 145, 269 374, 514, 657, 770, 905, 1057, 1199, 1299, 1413.	31, 145, 269 374, 514, 657, 770, 905, 1057, 1199, 1299, 1413.	31, 146, 269 374, 514, 657, 770, 905, 1057, 1199, 1299, 1413.	31, 146, 269 374, 514, 657, 770, 905, 1057, 1199, 1299, 1414.	31, 146, 269 374, 514, 657, 770, 905, 1057, 1200, 1299, 1414.	31, 146, 269 374, 514, 657, 770, 905, 1057, 1200, 1299, 1414.	31, 146, 269 374, 514, 657, 770, 905, 1057, 1200, 1300, 1414.	31, 146, 269, 374, 514, 657, 770, 905, 1057, 1200 1300, 1414
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35, 149, 518, 660, 773, 908, 1060 1203 1303, 1304, 1417	35, 149, 518 661, 774, 908, 1060, 1203, 1304, 1417.	35, 149, 518 661, 774, 908, 1060, 1203, 1304, 1417.	35, 149, 518 661, 774, 908, 1061, 1203, 1304, 1417.	35, 149, 518 661, 774, 908, 1061, 1203. 1304, 1417.	35, 149, 518 661, 774, 908, 1061, 1203, 1304, 1417.	35, 149, 518 661, 774, 909, 1061, 1203, 1304, 1417.	35, 149, 518 661, 774, 909, 1061, 1203, 1304, 1417.	35, 149, 518 661, 774, 909, 1061, 1203, 1304, 1417.	35, 149, 518, 661, 774, 909, 1061, 1203 1304. 1417.
36, 150, 273, 378, 519, 661, 774, 909, 1061, 1203, 1304 1418.	36, 150, 273 519, 661, 774, 909, 1061, 1204, 1304, 1418.	36, 150, 273 519, 661, 774, 909, 1061, 1204, 1304, 1418.	36, 150, 273 378, 519, 661, 774, 909, 1061, 1204, 1304, 1418.	36, 150, 273 519, 661, 774, 1061, 1204, 1304, 1418.	36, 150, 273 519, 661, 774, 1061, 1204, 1304, 1418.		36, 150, 274 774, 909.		36, 150, 274, 378, 519, 661, 774, 909, 1061, 1204 1305, 1418
519, 662, 775, 910, 1062, 1204, 1305, 1419	520, 662, 775, 910, 1062, 1204, 1305, 1419.	520, 662, 775, 910, 1062, 1204, 1305, 1419.	520, 662, 775, 910, 1062, 1204, 1305, 1419.	520, 662, 775, 910, 1062, 1204, 1305, 1419.	520, 662, 775, 910, 1062, 1204, 1305, 1419.	520, 662, 775, 910, 1062, 1204, 1305, 1419.	520, 662, 775, 910, 1062, 1205, 1305, 1419.	520, 662, 775, 910, 1062, 1205, 1305.	520, 662, 775, 910, 1062, 1205 1305, 1419
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Chatham.....	40, 154, 277 381, 524, 666, 779, 913, 1066, 1209, 1309, 1422	41, 154, 277 382, 524, 667, 779, 913, 1209, 1310, 1422.			155.	155.	41, 154, 277 382, 779, 1423.	
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Port Arthur and Fort William...	1424.	1424.	1424.	1424.		1424.	1424.	
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Winnipeg.....	42, 156, 279 384, 525, 668, 780, 914, 1067, 1211, 1311, 1425.	43, 156, 279 385, 526, 669, 915, 1212, 1312, 1426.	1426.	670, 781, 1312, 1426.			43, 157, 279 385, 526, 670, 915, 1068, 1426.	
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THE

LABOUR GAZETTE

JULY, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JUNE, 1907.

I.—GENERAL SUMMARY.

A pronounced increase in industrial activity took place throughout Canada during June as compared with May. This was largely the result of the exceptionally favourable weather conditions, which, following upon the cold weather of the earlier months of the season, caused a very marked improvement in the outlook for industry and labour. The change was chiefly felt by agriculturists, growth having been so rapid as to offset in part the delay caused by the backward spring. At the close of the month, it was expected that the western grain crop, with continued good weather, would exceed that of 1906. Conditions were more favourable for Atlantic fishermen than in some time past. The lumbering industry was very active in Ontario and the eastern provinces; in British Columbia an overproduction of logs was reported. Mining continued very active throughout Canada. Some delay in coal shipments in Nova Scotia was occasioned by drift ice earlier in the season, but in all other sections very favourable conditions prevailed, with labour in demand. The effects of the set back caused by the strike of coal miners in Alberta and the Crow's Nest Pass district were being rapidly overtaken. There was an improved tone in the manufacturing industry as a result of the more favourable agricultural outlook in western Canada. Railway construction operations were being pushed forward as rapidly as possible with the men and material available. Gangs were largely augmented during June and there was a widespread demand for men, especially in the north-west provinces. Transportation companies of all kinds were busier than in any previous year at this season, the traffic on many lines equalling that which prevails in the autumn season. Building operations were extensive, especially in the large cities and in western Canada. Unrest in the labour market retarded outside operations at a few points; on the whole, however, in view of the strong upward tendency of wages, conditions in this respect were favourable. Immigration continued to show a heavy increase in volume, the arrivals according to the latest returns exceeding those of 1906 by twenty-five per cent. On the whole the season promises to be very prosperous and to afford a greater amount of general employment than any previous year in the history of the Dominion.

Changes in Wages and Hours.

Wages continued upward in general tendency, with the increased demand for labour. The following is a statement, by industries and groups of trades, of the more important changes reported to the Department of Labour during June, 1907.

Lumbering.—The wages of employees in the logging camps of British Columbia were downward.

Mining.—At Lethbridge, Alta., a two years' agreement affecting coal miners

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

in the employ of the Alberta Coal Mining and Irrigation Company, involving an increase in wages, was signed in June(*). At Rossland, B.C., machine men received an increase from $3.50 to $4.00 per day, muckers from $3.00 to $3.25 per day and blacksmiths' helpers from $3.25 to $3.50 per day. In the Boundary district, B.C., some important increases went into effect for miners and smeltermen.

Building.—A number of carpenters at Brantford, Ont., had their wages advanced 7½ cents per hour to 30 cents per hour. At St. Catharines, Ont., carpenters received an advance from 27½ to 33 cents pe hour. Painters and decorators (180) at Hamilton, Ont., obtained an advance of $1.00 per week. Painters at Maisonneuve, Que., had their wages increased by 10 per cent. Granite cutters at Maisonneuve, Que., obtained an advance from $2.50 to $3.00 per day and the adoption of the eight hour day. Marble cutters at Toronto, Ont., obtained an increase.

Metal, engineering and shipbuilding.—Iron moulders (18) at Guelph, Ont., received an increase of 5 per cent. A number of machinists and boilermakers at Toronto, Ont., also received increases.

Printing.—Printers at Montreal, Que., and Toronto, Ont., signed five year agreements involving a substantial increase in wages. At Stratford, Ont., printers (25) under the terms of an agreement made in September, 1905, will obtain an eight hour day from July 1, 1907. Since June 1, 1906, they have worked 8½ hours per day.

General transport.—Draymen (100) in the employ of the Dominion Transport Company, Montreal, were increased from $1.60 to $1.75 per day, the rate to be 20 cents per hour after 6 p.m. At Peterborough, Ont., the rate for teamsters with two horses was advanced from $3.25 to $3.65 per day.

Railway employees. — Freight-handlers in the employ of the Prince Edward Island Railway Company received an increase of 10 cents per day, to date from April 1. Trainmen in the employ of the Quebec Central Railway Company had their wages increased. Trainmen (electric) in the employment of the International Railway Company, at Niagara Falls, Ont., were advanced 1-2c. per hour on June 1. Engineers and firemen employed on the Canadian division of the Michigan Central Railway Company were granted an increase amounting in the case of the former to $7.50-$15 per month, with a proportional increase to the latter. Railway clerks at points on the Intercolonial Railway System received an advance in wages.

Navigation.—Longshoremen at Halifax, N.S., to the number of 500, received an increase in wages of five cents per hour, for both day and night work, after a strike which was settled through the good offices of the Department of Labour, Canada.

Civic employees.—Labourers at Moncton, N.B., were increased from $1.35 to $1.50 per day. Corporation labourers at St. Hyacinthe, Que., received an advance to 15-17½ cents per hour.

Early closing arrangements, for the summer months, affecting retail clerks, barbers, factory employees, etc., went into effect in a number of localities.

Cost of Living.

There was an advance in meats amounting to about three cents per pound at a number of points in Ontario and the eastern provinces.† The prevailing scarcity of cattle and the high price of fodder were assigned as the cause of the advance. Farm products continued high, hay being exceptionally dear. A stiffening in the prices of rolled oats, breakfast foods, bread, etc., resulted from the high prices of grain. Potatoes were very high throughout Canada. The price of building material of various kinds was considerably higher than last year, and the amount of building projected was curtailed in a number of localities. Hides and skins were somewhat lower. The price of wood pulp was advanced at Halifax, N.S., and other points, and

* The text of this agreement is published under the heading "Recent Industrial Agreements", in the present issue.

† See reports of St. John, N. B., Stratford and London, Ont., correspondents.

paper and wholesale stationery lines were upward in tendency. Some scarcity of wire rods was reported, with prices stiffening.

Interruptions to Industry.

The number of trade disputes in existence during June was 41, compared with 49 in May and 30 in the corresponding month of 1906. The loss in working days was approximately 54,710, compared with 88,325 in May and 38,215 in June, 1906.

Among industrial establishments, etc., destroyed by fire or through other causes during June, 1907, the following, as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Suspender factory at Amherst, loss $7,000; business block at Glace Bay, loss, $7,000; business block at Sydney, loss $7,000.

New Brunswick.—Pulp mill at Chatham, loss, $21,000; saw mill at Dalhousie, loss, $65,000; factory, dry-kiln and lumber at Hampton, loss, $40,000; White Candy Co.'s factory at St. John, loss, $2,500; saw mills and lumber at Woodstock and Bathurst

Quebec.—Sash and door factory at Bromptonville, loss, $60,000; saw mill at Bishop's crossing; railway bridge at Black river; dry-kiln at Lachine, loss, $2,000; post office, bank and stores at Laprairie, loss, $25,000; contractor's camp and supplies at LaTuque, loss, $10,000; store and stables at Montreal, loss, $2,000; saw mill, lumber and stables at Nomininingue, loss, $7,500; flour mill and saw mill at Papineauville, loss, $5,000; ten stores at Ste. Agathe des Monts, loss, $20,000; saw mill at St. Barthelemi, loss, $12,000; business portion of St. Raymond, loss, $50,000; business portion of Ste. Julienne, loss, $80,000; portion of village of St. Phillippe, loss, $50,000; saw mill at St. Cyprien, loss, $2,000; flour mill at Upton, loss $20,000. Alexander Bros. saw mill in the Upper Gatineau.

Forest fires caused damage in northern Quebec during the early part of the month, but were extinguished by rain falls later.

Ontario.—Grist and saw-mill at Adelaide, loss, $10,000; four stores at Almonte, loss, $8,500; laundry and knitting factory at Arnprior; livery stables and contents at Belleville, loss, $3,000; Queen's hotel at Belleville; fire station at Belleville, loss, $4,000; gas works at Belleville, loss, $7,000; shipbuilding plant at Bridgeburg, loss, $30,000; railway station at Coatsworth, loss $2,000; saw mill at Durham, loss, $5,000; town hall at Ennismore; flour mills at Esquessing, loss, $10,000; business portion of Elmvale, loss, $25,000; flour mills at Georgetown, loss, $18,000; workshop at Hamilton, loss, $2,000; general store at Inwood, loss, $25,000; saw mill at Lindsay; flax mill and business block at Listowel, loss, $3,000; church and stores at little Current; saw mill at Norwich, loss, $2,000; bakery at Niagara-on-the-Lake, loss, $1,000; furniture mill at Ottawa east, loss, $8,000; business portion of Springfield, loss, $40,000; part of factory at St. Catharines; slaughter house at Talbotville, loss, $1,000; asbestos works at Thorold, loss, $2,500; G. T. R., depot at Thamesville, loss, $5,000; stores at Toronto, loss, $4,000; machine works at Toronto, loss, $7,000; saw mill at Wooler; storehouse at Welland, loss, $2,500.

Barns at Mono Road, Otonabee Pickering, Selwyn, Smith, Strathroy and Warsaw

Forest fires caused damage in northern Ontario, it being estimated that over $1,000,000 worth of standing timber was destroyed, besides six railway bridges, prospectors camps and supplies, etc.

Alberta.—Warehouse and livery stables at Calgary, loss, $10,000. A fire in Walters' mine at Strathcona threw 50 men out of employment. A sudden rise of the Saskatchewan river swept away some thousands of logs and several rafts of timber.

British Columbia.—Saw mill at Cloverdale, loss, $80,000; barn and machinery at Coquitlam; saw mill at Sappperton; logging camp, outfit and standing timber at Thurlow Island; saw mill and lumber at Vancouver, loss, $25,000; hotel and stores at Wardner, loss, $10,000. Fire in Comox mine caused $8,000 damage.

Conditions in the Industries and Trades.

Conditions of employment during June in the several industries and trades throughout Canada, as indicated by reports of correspondents of *The Labour Gazette* and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

The most important feature of the month was the excellent weather conditions which prevailed throughout Canada. Temperatures were uniformly warm and the rainfall abundant, with the result that the growth made by the grain and other crops was exceptionally rapid. The favourable effect of this was immediately shown in the improved tone of general industry and trade, which depends largely at this season of the year upon the outlook in the agricultural industry. The improvement compared with May was very marked, owing to the backward nature of the spring season. It was estimated, for example, that in western Canada the crops at the completion of seeding were from two to three weeks late; in the closing week of June they were regarded as not more than ten days late, the reports of governmental, railway and other officers throughout Canada being uniformly very favourable and to the general effect that with the continuance of good weather a heavier yield than that of 1906 might be anticipated. More detailed information as to the outlook in the different provinces is as follows:—

Reports received from Western Canada during the closing days of seeding and up to the end of June were very

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Active	Active	Active	Very busy	Very busy	.....	Active
Westville	.....	.....	Active	Busy	Busy	.....	Busy
Halifax	Active	Active	.....	.....	Active	.....	Busy
Amherst	Busy	Active	Busy	Busy	Very busy	.....	Busy
Prince Edward Island—							
Charlottetown	Active	Busy	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Busy	Active	Busy	Active	Busy	Busy	Busy
Chatham	Quiet	Quiet	Busy	.....	Busy	.....	Active
St. John	Active	Active	Very busy	.....	Busy	Busy	Active
Quebec—							
Quebec	Active	.....	Very busy	.....	Active	Busy	Busy
Sherbrooke	Busy	.....	Busy	Very busy	Busy	Active	Busy
St. Hyacinthe	Active	.....	.....	.....	Very busy	.....	Active
Montreal	Active	.....	.....	.....	Very busy	.....	Busy
Maisonneuve	.....	.....	.....	.....	Busy	.....	Busy
Hull	Active	.....	Very busy	Very busy	Very busy	.....	Busy
Ontario—							
Ottawa	Busy	.....	Very busy	.....	Busy	.....	Very busy
Kingston	Busy	Active	Dull	Active	Active	Active	Busy
Belleville	Active	Quiet	Dull	Busy	Very Busy	Busy	Busy
Peterborough	Busy	.....	Active	Dull	Busy	.....	Busy
Toronto	Active	.....	.....	.....	Busy	Active	Busy
Niagara Falls	Active	Active	.....	.....	Busy	Active	Busy
St. Catharines	Busy	.....	.....	.....	Busy	Active	Busy
Hamilton	.....	.....	.....	.....	Busy	Busy	Busy
Brantford	Busy	.....	.....	.....	Very busy	Very busy	Busy
Guelph	Active	.....	.....	.....	Busy	.....	Busy
Berlin	Active	.....	.....	.....	Busy	.....	Busy
Woodstock	Busy	.....	.....	.....	Very busy	.....	Busy
Stratford	Active	.....	.....	.....	Busy	Active	Busy
London	Busy	.....	.....	.....	Very busy	.....	Very busy
St. Thomas	Busy	.....	.....	.....	Busy	.....	Active
Chatham	Active	.....	.....	.....	Active	.....	Active
Windsor	Active	.....	.....	.....	Busy	.....	Busy
Sault Ste. Marie	.....	.....	Active	Active	Busy	.....	Active
Port Arthur & Fort William	.....	Active	Busy	Very busy	Active	Active	Active
Manitoba—							
Winnipeg	Busy	.....	.....	.....	Busy	Busy	Busy
Brandon	Busy	.....	.....	.....	Active	Busy	Busy
Saskatchewan—							
Moose Jaw	Busy	.....	.....	.....	.....	Very busy	Busy
Alberta—							
Calgary	Busy	.....	.....	.....	Busy	.....	Very busy
Edmonton	Busy	.....	.....	.....	Busy	.....	Active
British Columbia—							
Nelson	.....	.....	Busy	Busy	.....	.....	.....
New Westminster	Active	Quiet	Busy	.....	Busy	Active	Active
Vancouver	Active	.....	Busy	.....	Active	.....	Active
Victoria	Active	Active	Busy	Busy	Very busy	.....	Active
Nanaimo	Busy	Quiet	Very busy	Very busy	.....	.....	Active

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE, SERIES G., No. 42.

CANADA DURING THE MONTH OF JUNE, 1907.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavorable, as follows: (1) active,

Metal, Engineering Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Very busy	Active	Active
.....	.....	.....	.....	.....	.....	.....	.....	Busy
Active	.....	Quiet	Active	Active	Active	Active	Active	Active
Busy	Very busy	Very busy	Very busy	.....	.....	Busy	.....	Very busy
Active	Active	Active	Active	Active	Active	Active	Active	Active
Busy	Active	Active	Busy	Active	Active	Very busy	Active	Busy
Active	Active	Active	Active	Active	.....	Active	.....	Active
Active	Busy	Very busy	Busy	Active	.....	Busy	Busy	Active
Active	.....	Busy	Active	Active	.....	Busy	Busy	Busy
Busy	Busy	Busy	Busy	Busy	.....	Busy	Busy	Very busy
Active	Active	Busy	Active	Active	Active	Very busy	Active	Very busy
Active	Active	Active	Active	Active	Active	Very busy	Active	Busy
Active	Active	Active	Active	Active	Active	Very busy	Active	Very busy
.....	.....	.....	.....	.....	.....	.....	.....	Busy
Busy	Busy	Very busy	Busy	Quiet	Active	Busy	.....	Very busy
Active	Active	Busy	Active	Active	Active	Busy	Busy	Active
Busy	Busy	Active	Busy	Active	Busy	Busy	Active	Busy
Busy	Active	Very busy	Busy	Active	Very busy	Very busy	Active	Busy
Busy	Active	Busy	Busy	Active	Active	Active	Active	Quiet
Active	.....	Busy	Busy	Active	.....	Busy	Busy	Active
Active	Active	Busy	Active	Active	Active	Active	Active	Busy
Active	Active	Very busy	Active	Active	Active	Busy	Busy	Busy
Very busy	Busy	Busy	Busy	Busy	Busy	Busy	Busy	Very busy
Active	Active	Busy	Busy	Busy	.....	.....	.....	Busy
Active	Busy	Active	Active	Active	Busy	Active	Active	Busy
Active	Busy	Busy	Active	Active	Active	Very busy	Busy	Active
Active	Active	Busy	Active	Busy	Active	Active	Active	Active
Busy	Busy	Very busy	Active	Busy	Very busy	Busy	Busy	Very busy
Busy	Active	Busy	Active	Active	.....	Active	.....	Active
Active	Active	Busy	Active	Active	Active	Busy	.....	Busy
Busy	Busy	Active	Busy	Active	.....	.....	Active	Busy
.....	Active	.....	Active	.....	.....	Busy	.....	Active
Busy	.....	.....	.....	.....	.....	.....	.....	Active
Busy	Busy	Very busy	.....	Busy	Very busy	Very busy	Busy	Busy
Active	Active	Active	Busy	Active	.....	Busy	Quiet	Active
Active	Busy	Very busy	Busy	Active	Active	Very busy	Active	Verp busy
Busy	Busy	Busy	Busy	Busy	Busy	Busy	Active	Active
Active	.....	Active	Active	Busy	.....	Busy	Active	Active
.....	.....	.....	.....	.....	.....	.....	.....	Very busy
Active	Active	Active	Active	Active	Active	Active	Active	Busy
Busy	Active	Active	Active	Active	Active	Busy	Active	Active
Busy	Busy	Very busy	Active	.....	.....	Busy	Busy	Busy
Busy	....	.....	.....	.....	.....	Very busy	.....	Busy

favourable. In Manitoba the sowing of wheat was continued up to the close of May, being two weeks later than last year. The acreage under that cereal is estimated at only slightly less than that of last year. The hard wheat acreage throughout the west will be greater than was at first reported, while the acreage under oats and barley shows a heavy increase, the estimate of the Northwest Grain Dealers' Association showing an advance of from 12 to 16 per cent compared with 1906. The fact that the area prepared for seeding during the autumn of 1906 was considerably greater than in any previous year offset to a degree the backward nature of the spring. The seed bed, moreover, was in excellent condition.

In the Province of Saskatchewan it was estimated that the acreage under wheat, oats and barley will considerably exceed that of 1906. Though seeding was late, the moisture from the frosts was well preserved and coupled with frequent showers, so that growth has been very rapid. A preliminary estimate of the total area under crop in this province was 2,879,417 acres, compared with a preliminary estimate of 1,999,500 acres in 1906. In Alberta, also, crops were reported as looking well, conditions of moisture and temperature being very favourable.

According to official crop reports, the outlook in Ontario was regarded as fair, though planting was about a month late. Fall wheat and clover suffered from the severe winter, and the yield of straw generally will be less than last year. Hay is light; the farmers began the gathering of the crop in the closing week of the month. The seeding of the root crop was completed in June. The potato crop of 1906 in Ontario was lighter than in any previous year since statistical information with regard to the production of farm crops has been collected. Within a few years past, the area devoted to potatoes has decreased by 50,000 acres, and the annual product by 6,000,000 bushels. The prospects are that the crop of 1907 will be lighter than last year's, and that the high prices which have ruled for some time past will be maintained.

In Quebec and the Maritime Provinces conditions were reported much the same as in Ontario. The backward spring was followed by a season of rapid growth, and the outlook at the close of the month was favourable. Hay will be a better crop in Quebec than in Ontario.

In British Columbia the hay crop was reported fair, growing conditions being favourable throughout the month.

The production of butter and cheese up to the third week in June, was less in quantity than in the corresponding period of 1906, but the quality of the product was reported better than that of last year.

The outlook for fruit was, on the whole, favourable, though the crop will be later than last year. Apples will be a good crop, though some decrease in the size is expected. Grapes promise exceptionally well. Early plums will be a failure, but the late varieties, and cherries and pears, promise well. Peaches will be a good crop. Berries are light and are at least two weeks late; the law with regard to the size of boxes is being rigidly enforced. From British Columbia reports for both small and large fruits have been favourable.

The late completion of seeding affected eastward shipments of grain in the opening weeks of the month; later, the movement increased in volume and will be very heavy throughout the balance of the season. According to a return made to the Department of Trade and Commerce, Canada, by the Warehouse Inspector, Winnipeg, Man., the total 1906 crop of Manitoba, Alberta and Saskatchewan amounted to 101,530,295 bushels. Of this amount, 56,984,990 bushels had passed eastward through Winnipeg for export and for use of Canadian mills in the eastern provinces. It was estimated that during the second week of the month there were 11,267,000 bushels in country elevators in western Canada, and 2,745,000 bushels not yet inspected. Some 1,110,660 bushels had been shipped to the United States west of Winnipeg. The amount held for western country mills was estimated at 9,000,000 bushels and the amount retained for seed at about the same. This left in the hands of

farmers available for market 11,147,575 bushels.

The annual meeting of the Ontario Co-operative Fruit Growers' Association was held at Toronto, June 12-13, some 20 associations being represented. The name of the Association was changed to "The Co-operative Fruit Growers of Ontario." A committee was appointed to wait upon the Hon. the Minister of Agriculture for the Province to request the appointment of one or more instructors to aid in bringing about uniform packing and grading, and of an officer to proceed with the organization of co-operative associations.

Farm labour continued in active demand throughout Ontario and in many sections of the eastern provinces. Though large numbers of immigrants were distributed during May and June, the migration from these provinces into western Canada was on a heavy scale, and the situation in this respect was about the same as in 1906.

Fishing.

Atlantic and Gulf of St. Lawrence fishermen had a very favourable month, the catch largely exceeding that of May or the corresponding month of 1906. Prices were high. Lobster fishermen, who were seriously hampered by ice and rough weather up to the beginning of the month, and who sustained serious losses in gear, made some exceptionally heavy catches in June, more fish being taken in some localities than the factories could handle. Herring continued very plentiful, and though mackerel did not strike in until after the middle of the month, some heavy catches were made off the south coast of Nova Scotia (1). Harbour fishermen in New Brunswick reported fair catches of salmon, though gaspereaux were light. In British Columbia some good catches of spring salmon were made in the Fraser river and by the traps off Vancouver Island. Favourable market conditions prevailed. Preparations were completed for the opening of the sock-eye season in the closing week of the month, though the price to be paid to fishermen had not been decided by the Fraser river canneries. Packing in the Fraser river plants is expected to begin in the second week of July. Prices of tinned salmon were somewhat unsettled owing to unfavourable market conditions in Great Britain. The number of licenses issued was considerably larger than last year. Whale fishing has recently been very successful off Vancouver Island, and a considerable expansion in the industry is promised at an early date.(2) The sealing fleet left for Behring's Sea during the month.

Lumbering.

In the Maritime Provinces, Quebec and Ontario, the month was one of pronounced activity in the lumber mills. The spring drives were completed under favourable conditions, and prices were firm to upward. Some losses of timber from forest fires were reported in the neighbourhood of Lake Temagami and the Montreal River, Ont. In British Columbia a feature of the month was the closing down of some 69 logging camps by the British Columbia Loggers' Association, as a result of over production and declining prices. The shut-down went into effect in the closing week of June. It was estimated that about 2,000 men receiving wages aggregating from $175,000 to $200,000 per month, would be temporarily thrown out of employment, while the average total output of the camps was about 33,250,000 feet per month. The over production was chiefly in timber of the lower grades. The mills, both on the coast and in the interior, were running to full capacity. It was stated that the revenue derived by the Province from timber licenses, leases, royalties and export duties during the fiscal year ended June 30, would amount to about $800,000, being the largest in the history of British Columbia.

Mining.

Production and shipments in the Nova Scotia collieries were on a heavy scale, and labour was in demand in some localities. The delay occasioned by drift

(1) See report of Halifax, N. S., correspondent.

(2) See Victoria and Nanaimo, B. C., reports.

ice in the opening of navigation has caused a heavy falling off in shipments to the St. Lawrence, as compared with 1906, though the fleets of the several companies were reported in a higher state of efficiency than in any previous year, and the total tonnage shipped on certain dates during the month exceeded previous records. The amalgamation of the Maritime Coal, Railway and Power Company with the Canada Coal and Railroad company was announced. In Quebec a scarcity of help was reported in the asbestos mines of the Eastern Townships. Development work and production in the mica mines north of the Ottawa River were extensive. Shipments from Cobalt, Ont., were heavier during June than in any previous month of the year. Up to June 8, the total shipments amounted to 9,923,620 pounds of ore. In 1906 the total was 5,129 tons, valued at $3,900,000. A visit of inspection by members of the Ontario Government was paid to this camp during June. Favourable reports were received from the oil region of Ontario, productions in the Tilbury field averaging 1,300 barrels per day. In the eastern portion of the province and in the region north of Lake Superior development work was in active progress. The outlook for iron production in the neighbourhood of Port Arthur was very favourable. In Alberta the coal mining companies were very busy, and some new properties were being opened up. The Alberta Coal Commission held a number of sessions during June for the taking of evidence.(*) In British Columbia shipments from the metalliferous mines of the interior, for the first time since the fuel shortage of the past winter, regained their normal extent. It was stated that 500 additional men could be given employment in the various mines and smelters of the Boundary district in the opening week of the month. Later, a considerable number of labourers were obtained. It is the intention to increase the output considerably. Ten furnaces were in blast throughout the month in the three district smelters, six of the eight furnaces at Granby being in operation. The British Columbia Copper Company had two furnaces in blast and the Dominion Copper Company three. The coal mines of British Columbia were being operated to the utmost of their capacity, orders being in excess of the production. Labour was in great demand both at the Crow's Nest Pass and Vancouver Island collieries. About 1,700 men were at work in the former collieries and about 5,000 tons per day were being mined.

* For a reference to the appointment of this Commission see the *Labour Gazette* for June, 1907, page 1,330.

Manufacturing.

Conditions were much the same as in May, though a more buoyant tone was evident as a result of the improvement in the crop outlook. Establishments were for the most part running to full capacity, with orders well ahead. Flour mills, establishments for the production of building material, cotton mills, and the iron and steel industry, were particularly active.

The annual report of the Directors of the Dominion Iron and Steel Company for the year ended May 31, 1907, showed earnings of $2,247,536.45. The dispute with the Dominion Coal Company was stated to have seriously affected operations, aggregate earnings from November to February having shown a falling off of $250,000, as compared with the average of the preceding months of 1906. On the whole, the year was regarded as satisfactory, the company's finances having improved owing to the greatly increased volume of business. The sum of $306,355.57 was expended on capital account during the year, including a new Bessemer plant, the extension and equipments of coke ovens, the extension of the ore yard and plant at Wabana, etc. A larger sum than usual was expended on renewals and improvements paid for as part of the operating cost. Options have been secured on several coal properties. Negotiations looking to the adjustment of the differences between the coal and steel companies were in progress during June.

The Nova Scotia Steel and Coal Company is engaged in the erection of a large new forge 75 x 240 feet, to be fitted throughout with the best machinery for

the rapid and economical handling of heavy axles, etc. Loading and unloading will be effected by electric cranes, and magnets, instead of by hand, as at present.

Railway Construction.

Railway construction operations were being conducted with the greatest activity throughout Canada, with labour in demand over a wide area, especially in the Northwest Provinces. Many thousands of men were at work in connection with the building of the Transcontinental line and on the extensive branch lines projected by the various companies. Though the season is a month behind, owing to the backward spring, every effort is being made to overtake the work, staffs having been largely augmented during June.

It is expected that the Temiscaming and Northern Ontario railway will be completed this season to the two hundreth mile post, about 52 miles from the junction with the National Transcontinental railway. It is also expected that the new shops at North Bay, Ont., will be completed this year and will employ about 100 men.

General Transport.

Employees in every branch of the transportation service had a very busy month. Railway freight and passenger traffic was very heavy, and the earnings of companies showed an increase as compared with previous years. It was estimated that the gross earnings of the Canadian Pacific Railway Company for the fiscal year ended June 30, 1907, would exceed $71,000,000, out of which the surplus available for dividends would be upwards of $18,250,000, an increase of 10 per cent compared with 1906.(*) The Intercolonial Railway, it is expected, will show a surplus of about $400,000 for the year ending June 30, 1907. There was still a scarcity of rolling stock, especially for west-bound freights, the demand for freight cars being as great as is usually experienced in the autumn season.

* See also report of London, Ont., correspondent.

Immigrant traffic was heavy, and the tourist trade promises to be exceptionally active. The number of vessels passing through Canadian canals was very large, and on the Great Lakes the volume of business was greater than in any previous year at this time. The interruption to navigation, due to the ice fields off the Cape Breton coast, caused a shortage of coal shipments during May, with the result that prices advanced about thirty cents per ton in Montreal. Seamen were scarce on the Pacific coast, owing to desertion through the high wages offering in the logging camps and other coast works. Navigation on the Yukon river opened early in the month.

Street railway earnings in the large cities continued to show heavy increases. In Montreal, for example, the gross earnings of the Street Railway Company for May aggregated $295,951, compared with $264,252 in 1906, an increase of 12 per cent. For the eight months, October 1 to June 1, the net earnings totalled $759,068, compared with $691,831 in the previous year.

The proposed new code of railway rules, in the preparation of which representatives of the different Canadian roads have been engaged for some time, has been submitted to the management of the various companies and will later be sent for approval to the Board of Railway Commissioners.

The taking of evidence with regard to the operations of the Bell Telephone Company in Canada was completed by the Board of Railway Commissioners.

The Trades.

Building.—The month was a very active one for all classes. In western Canada the improved weather conditions assisted building, and with the settlement of some labour disputes, begun during May, the outlook was for a very busy season. Delayed shipments of lumber were complained of in some sections. At Winnipeg, Man., permits to the end of June fell below the record of 1906, but at Fort William, Ont., Edmonton, Alta., and Vancouver, B. C., the year is expected to be very heavy. Statistics secured from 37 towns throughout

western Canada, exclusive of Winnipeg, showed the amount of building under way on June 1 to be $22,500,000. The tightness of money has checked speculative building and building on loans.

Metal, engineering and shipbuilding.—Iron moulders, machinists, metal workers, etc., were busy. Electrical workers and linemen were very busy.

Woodworking and furnishing. — The several branches had a fair month.

Printing.—Printers and pressmen were in active demand at a number of points, and the month was one of the most active reported in some time past.

Clothing.—Tailors were well employed, and garment makers were busy. Boot and shoe workers had a busy month.

Food and tobacco preparation.—Confectioners had an exceptionally busy month. Bakers, butchers, etc., were busy. Cigar makers and tobacco workers reported favourable conditions.

Leather.—Tanners, curriers and leather workers had a good month.

Miscellaneous.—The opening of the tourist season, which promises to be a heavy one, gave increased employment to hotel and restaurant employees, barbers, etc.

Unskilled labour.—There was a considerable increase in activity compared with May, and men were in demand for railway construction, civic improvement work, etc. Wages were firm on a high level.

Canadian Trade and Revenue.

Foreign trade.—During May, 1907, the total value of imports entered for consumption was $34,807,040, compared with $27,076,170 in March, 1906. For the two months ended May 31, 1907, total imports amounted to $63,142,327 compared with $50,219,343 in the corresponding period of the preceding year. The total domestic exports during May, 1907, were $16,905,057 compared with $18,476,815 in May, 1906. For the two months ended May 31, 1907, the total domestic exports were, $26,656,906 compared with $31,839,477 in the corresponding period of last year. Declines in exports during May took place under the headings of "The Fisheries", "The Forest," "Animals and their produce," Agriculture and Manufactures, while an increase appeared under the heading of "The Mine."

Imperial trade.—According to reports received from commercial agents of the Department of Trade and Commerce, Canada, good openings for fruit, pig iron, tobacco, dried and evaporated apples and other fruits were reported in Great Britain. The trade in high grade Canadian flour with Newfoundland has shown rapid expansion. In Australasia, various manufactured articles, including calcium carbide, were reported in demand. In Jamaica the prevalence of drought has created a favourable market for provision crops, cattle, condensed milk, etc.

Domestic trade.—The warm weather and the improvement in the agricultural outlook caused a considerable expansion in trade both wholesale and retail, during June as compared with May. Retailers of dry-goods were chiefly affected. Wholesalers reported good orders for fall lines. The sorting trade, which was dull during May, showed a marked improvement. Dealers in hardware and metals did an excellent business, with values very firm. Heavy metals, building material and railway supplies were very active. Groceries were moving well. Among dry-goods, cottons were very firm, but woolens were weak. The hide market was also weak. Collections were well met, there having been a marked recovery from the closing days of May. Transfers of Canadian securities were light with prices low. The advance in the price of grain improved farmers' loans, though money continued tight as a result of the industrial expansion and the retention of the 1906 wheat crop in western Canada.

The reports of a number of Canadian banks were published during June and showed favourable financial conditions. The annual report of the Merchants' Bank of Canada showed earnings of 16 per cent, out of which an increased dividend was paid, $100,000 written off bank premises and $400,000 added to rest. Circulation, deposits and current loans showed a large increase. The eighty-ninth annual statement of the Quebec Bank showed net

profits for the year of $300,011.15 on a capital stock of $2,500,000; $100,000 was placed to rest account. Two new branches were opened during the year. The thirty-second annual report of the Standard Bank of Canada showed earnings of 18 per cent. The sum of $356,142 was transferred to rest account, being the amount received as premium on new stock issued. The Union Bank of Canada reported an advance in circulation, deposits and earnings, $100,000 being transferred out of the last to rest account. The thirty-fifth annual report of the directors of *La Caisse d'Economie Notre Dame* de *Quebec* showed a surplus of $54,692.12, out of which, combined with a profit and loss account of $55,709.91, the sum of $100,000 was carried to the reserve fund. At the fifth annual meeting of the Sovereign Bank of Canada a complete reorganization of the bank was announced. The sum of $700,655 was written off for bad debts, $150,607 for depreciation in securities, the sum of $541,494 set aside as a contingent fund and $800,000 as a further contingent fund. This necessitated the appropriation of the rest fund, leaving the bank with a paid-up capital of $3,000,000. Twenty-seven new branches were opened during the past year.

Canadian revenue,—Canadian revenue during June, 1907, amounted to $8,112,-390.89. For three months ending June 30, 1907, the total revenue was $23,233,-298.58. The expenditure on capital account for June amounted to $4,079,-861.49.

The Canadian bank statement for May, 1907, showed total assets of $951,069,950, compared with $951,053,557 in the previous month. The total liabilities for May, 1907, were $777,285,285; in the preceding month the total was $773,904,-327. The notes in irculation amounted to $75,503,009 in May, 1907 and to $77,-622,403 in April. Deposits payable on demand totalled $172,065,976 in May and $167,217,947 in April.

Notes.

The annual convention of the *Retail Merchants Association of Ontario* was held at Hamilton, Ont.

The annual convention of the *Brotherhood of Locomotive Engineers* was held at Quebec, Que.

A conference of grain growers and dealers was held at Winnipeg, Man., at call of the Provincial Government.

The fourth district convention of the *Canadian Federation of Textile Workers* was held at St. Henri, Que.

A merger of the *New Brunswick Telephone Company* with the Central Telephone Company was completed during June.

The *Beef Commission,* appointed during May by the governments of Alberta and Manitoba, held a number of sessions during June for the taking of evidence.

The annual convention of the *Associated Boards of Trade of the Northwest provinces* was held at Prince Albert, Sask., during June. Government ownership of the telephone service was approved.

At Brantford, Ont., a special Committee was appointed by the City Council, to be known as the *"Copartnership House Building Committee"*, to collect full information as to methods by which suitable houses may be built for the accommodation of workmen.

In Montreal, Que., a petition signed by the leading manufacturers of the city was presented to the City Council asking that in view of the *congestion of freight* prevailing, the Street Railway Company be authorized to handle freight throughout the City.

At the annual meeting of the Montreal Branch of the *Canadian Manufacturers' Association,* the law with regard to garnishment was discussed. Technical education and the establishment of an employment agency in Montreal were also discussed.

The fourth annual report of the *Montreal Street Railway Benefit Association* showed a surplus of $7,412 after an unusually heavy expenditure for sick benefits. Since the organization of the society in 1903, it has paid out $53,911 in benefits, including $27,732 for sickness and injury, $4,483 for medicines, $15,834 for deaths and burials, $5,615 for medical attendance. During the year the amount paid for sick and injured members and

medicine amounted to $11,541 as compared with $10,532 in the previous year this being divided amongst 728 members disabled through sickness or accident. The amount paid for death and burial insurance also increased from $4,050 last year to $6,016.

On June 27, a special *commission* was appointed by the Government of Quebec under an act(*) passed during the recent session of the legislature, for the purpose of conducting an enquiry into the question of industrial accidents, and the means best adapted to afford protection to the victims of such accidents and to the public in general. The commission consisted of Mr. O. Globensky, K.C., of Montreal, Mr. C. B. Gordon. vice-president of the Dominion Textile Company, and Mr. George Marois, president of the Trades and Labour Council of Quebec, with Mr. L. Garneau, advocate, as secretary.

A number of new *co-operative apple packing associations* were reported in process of organization in Ontario, Nova Scotia and British Columbia. A list of the associations which were in successful operation during the season of 1906 and which wi l continue during the present season is as follows, the name of the secretary or manager being added: —

* For a reference to the provisions of this act see Labour Gazette for June, 1907, page 1384.

ONTARIO CO-OPERATIVE ASSOCIATIONS.

Name of Association.	Name of Secretary or Manager.
East Lampton Fruit Growers' Association	W. J. Seymour.
Belleville Apple Growers' Co-operative Association	F. S. Wal'bridge, Belleville.
Brant Packing Association	F. M. Lewis, Burford.
Bruce Fruit Growers' Association	A. E. Sherrington, Walkerton
Burgessville Packing Company	S. R. Wallace, Burgessville.
Burlington Fruit Growers' Association	Clarence Emigh, Burlington.
Canadian Apple Exporters, Limited	W. H. Dempsy, Trenton.
Chatham Fruit Growers' Association	W. D. A. Ross, Chatham.
Dunwick Co-operative Association	R. Campbell, Cowal.
Forest Fruit Growers' and Forwarding Association	D. Johnson, Forest.
Georgetown Co-operative Association	F. J. Barber, Georgetown.
Grimsby Fruit Growers', Limited	J. D. Biggar, Grimsby.
Ilderton Fruit Growers' Association	E. T. Caverhill, Ivan.
Newcastle Fruit Growers' and Forwarding Association	W. H. Gibson, Newcastle.
Meaford Fruit Growers' Association	Dr. J. D. Hamill, Meaford.
Norfolk Fruit Growers' Association	Jas. E. Johnson, Simcoe.
Oakville Fruit Growers', Limited	W. R. Davis, Oakville.
Orillia Fruit Growers' Association	R. A. Lehmann, Orillia.
Oshawa Fruit Growers', Limited	Elmer Lick, Oshawa.
Owen Sound Co-operative Association	W. P. Telford, Owen Sound.
Parkhill Farmers' Growers' Association	Wm. Leary, Parkhill.
Georgian Bay Fruit Growers' Association	J. G. Mitchell, Thornbury.
Sparta Fruit Growers' Association	J. A. Webster, Sparta.
St. Catharines Cold Storage and Forwarding Company, Limited	R. Thompson, St. Catharine..
Ingersoll Co-operative Fruit Growers' Association	J. C. Harris, Ingersoll.

BRITISH COLUMBIA CO-OPERATIVE ASSOCIATIONS.

Okanagan Produce Association, Limited	Thos. G. Wanless, Vernon, B. C.
Chilliwack Farmers' Exchange, Limited	Chas. W. Webb, Chilliwack, B. C.
Kalso District Horticultural and Fruit Growers' Association	D. Wm. Cockle, Kaslo, B. C.
Mission Fruit Union	P. E. Lazenby, Mission, B. C.
Hammond Fruit Growers' Union, Limited	N. G. Knotts, Hammond, B. C.
The Kelowna Farmers' Exchange, Limited	C. Quinn, Kelowna, B. C.
Armstrong Farmers' Exchange, Limited	O. D. Ranks, Armstrong, B. C.
Kootenay Fruit Growers' Association, Limited	D. C. McMorris, Nelson, B. C.
Peachland Fruit Growers' Association, Limited	R. J. Hogg, Peachland, B. C.

II. REPORTS OF LOCAL CORRESPONDENTS.

During the month of June, Mr. M. H. McElheran was appointed correspondent to the Labour Gazette for Woodstock, Ont., and district, Mr. R. J. Parkinson having resigned owing to his removal from Woodstock. Mr. Hugh Peat was appointed correspondent for Regina, Sask., and district.

SYDNEY N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

June was a very active month for railways, foundries, factories, tramways and water transportation. Drift ice menaced the shores of the Island until within a few days of June, and shipping accumulated. The coal companies later put on every available hand, starting steam shovels in the coal heaps. All the collieries of the Island and mainland, with but two or three small exceptions, were active. Notwithstanding the delay, it is expected that the output of 1907 will exceed that of 1906. The Dominion Coal Company is gradually discontinuing the use of vessels unsuited for quick handling of the coal, and replacing them by faster and more modern vessels. Three vessels of the improved type are to go on this summer. This will greatly assist in getting the water-borne coal to its destination in time. The Nova Scotia Steel and Coal Company having banked 90,000 tons to the surface, stopped its collieries for two days in the latter part of May. The company does not aim at a larger output than last year, although a new colliery is being opened. The steel industries were very busy throughout the month. The Sydney works produced 26,000 tons in May, and expects to run the average up to 30,000 tons per month. If this is accomplished, the output will have increased 50% since April. There is a brisk demand for the steel and iron made in this district. The ore-producing force has been increased, and the shipping of the material and that of limestone and dolomite is in active progress. The N. S. S. & C. C., is busy, and has all the orders it can fill. The Londonderry Iron Works were normally active. All foundries were busy, as were wood-working factories, Lynch's biscuit factory increased the number of hands employed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Although the month was cold until the 15th, yet much planting was done, and crop expectations are good. The weather continued dry but warm.

Fishing.—May was very disastrous to the fishermen, many of them losing all their gear and traps by drift ice. Fish were reported plentiful in June, especially mackerel and haddock. Cod, herring and lobsters were fair.

Mining.—The North Atlantic Coal Company is preparing to operate the Newcastle coal mine, and to prospect the Long Beach Coal areas. The Dominion Steel Company was still prospecting for coal.

CONDITION OF PARTICULAR TRADES.

All branches of the building, metal, engineering and shipbuilding, wood-working and furnishing, printing, clothing and food and tobacco preparation, leather and miscellaneous trades and all transport workers were active. Unskilled labour was in much demand.

DISTRICT NOTES.

The Sydney Cement Company has heavy orders on hand, and will enlarge its plant. Rail transportation was active and shipping very active. Glace Bay harbour was very busy. Vessels bearing produce, lumber, etc., are reloaded with coal direct from the mine. Much interest is taken in the experiment begun early in the month of making North Sydney a port of call for trans-Atlantic steamers for the transfer of passengers and mails. At Sydney Mines and Glace Bay many buildings were being erected.

WESTVILLE, N. S., AND DISTRICT.

Mr. T. Hale, correspondant, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was active in all departments. In some branches help was in demand. Shipments by water to the Quebec and Montreal markets were inaugurated, two steamers serving the Acadian Coal Company and one the Intercolonial Coal Mining Company. The Allan shaft went on one shift during June, the night shift being stopped on account of shortage of help. The output of the Drummond colliery in May was 26,155 tons of coal and 1,129 tons of coke. The pay sheet was about $41,000. The town Council is calling for tenders in connection with the extension of the water service. The clearing of a site for a new post office has begun. The brick works were steadily employed. The Sylvester works gives employment to about 20 hands. Wholesale and retail trade was active.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The backward spring delayed seeding. Hay was very scarce, local papers quoting prices as high as $25 per ton.

Lumbering.—Conditions were fair.

Mining.—The collieries were all busy.

Manufacturing.—Conditions were favourable.

CONDITION OF PARTICULAR TRADES.

The *building trades* were very active, leading contractors reporting a scarcity of men.

DISTRICT NOTES.

The *Edgerton Electric Car Company* resumed during May its Sunday service, which had been stopped owing to representations made by the Lord's Day Alliance.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Seldom so early in the season have conditions been so active as during the past month. Work has proceeded on contracts already awarded, and there are evidences of increased activity in the near future. Among the principal buildings completed were the new Custom House and "Chronicle" building. Contracts have been signed for the building of a new Commercial College; a new telephone building, to cost $50,000; an extension of the "Good Shepherd" Monastery to cost $45,000; an extension of the Union Bank premises, and a new building for athletic sports. Work on the new round house is progressing, and workmen are rushing to completion the new buildings for the Silliker Car Company. The general meeting of this Company was held at the Board of Trade rooms on June 7. The report showed that good progress had been made, and that the first factory should be in operation in about three months. In addition to the erection of the large structures already mentioned, permits for the erection of several new buildings and the alteration of others have been issued during the month. The number of building permits issued during May were 79, the largest number issued for some time past.

The trouble between the longshoremen and the steamship companies, which began on May 26, when the former ceased work because their request for an increase of 5 cents per hour to 25 cents day work, and 30 cents an hour night work was not conceded, was settled on the 3rd of June, the shipping companies agreeing to pay the increase asked. The men were out about eight days, during which time they had several interviews with the companies' representatives under concessions which the men would not accept. As the representatives who offered the Industrial Disputes Investigation Act were about to be appointed, the me

returned to work. Mr. DuBreuil, representing the Labour Department, Ottawa, did much towards bringing about an early and satisfactory settlement. The longshoremen, who were not organised previous to the strike, have since organised a protective association. The Association has a membership of about 300. The forty-first annual report of the Halifax Board of Trade was recently issued and showed the Board to be in a thriving condition, with a membership of 476. The report dealt with the following important questions:—Increased railroad facilities, industrial conditions, Dominion Exhibition, and matters pertaining to the port. Among the statistics published in the report is one showing the quantity of freight, in tons, handled at the port of Halifax during the fiscal years ending June, 1902-3-4-5 and 6, as follows:—

	Domestic.		Foreign.	
	in tons	out tons	Imported tons	Exports tons
1902-3	188,871	63,563	35,940	102,691
1903-4	74,667	64,027	47,767	131,176
1904-5	101,139	114,309	38,331	100,819
1905-6	291,677	98,448	403,255	125,108

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the backward weather, crops at first did not give much promise, but with improved conditions a normal crop is expected.

Fishing.—The fishing season opened with poor prospects. On the 7th of June, however, mackerel began to strike in at Dover, and small catches were taken. One week later good catches were made in Yarmouth, Shelburne, Lunenburg, and Halifax counties. Day after day big hauls were being made. City buyers have not been idle, one firm being reported as having purchased some 50,000 fish, a large portion of which were salted and shipped to Boston.

Manufacturing.—Normal conditions prevailed.

Mining.—This industry experienced normal conditions.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were well employed, with even brighter prospects for the future.

Metal engineering and shipbuilding.—Boilermakers, machinists, horseshoers and moulders had a fair month.

Woodworking and furnishing.—Coopers had a fairly good month.

Printing.—Printers, pressmen and bookbinders busy, and prospects are not indicative of an immediate change.

Clothing.—Tailors and garment workers reported an improvement in trade.

Miscellaneous.—Barbers, hotel, theatre, restaurant employees, and laundry workers had a busy month.

Transport. — Freight - handlers were rather quiet.

Unskilled labour.—This class was well employed.

DISTRICT NOTES.

Annapolis.—The iron mines situated at Torbrook, Annapolis County, were active; besides regular work at the shaft, men and teams were at work grading for the extension of the railway. The sinking of a new shaft on the Martin farm was commenced.

Annapolis Valley.—It is understood that contracts have been let for the construction of ten apple evaporating, cider, vinegar canning, fruit and vegetable canning factories, at a cost of about $70,000, The factories will employ about 1,400 hands, and should be ready for operation by the 30th of September. Canning, Kentville, Kingston and Middleton are to have evaporating factories; the material to be used in their construction will be mainly wood and cement.

Lunenburg.—A number of Lunenburg fishing schooners have returned from the Banks, all reporting good fares. Some 16,000 quintals have already arrived, and good prices prevail. The following spring catches have been reported:—

W. C. Smith & Company	5,225	Quintals
Adams & Knickle	3,350	"
Atlantic Fish Companies	2,600	"
Zwicker & Company	2,800	"

The "Ambition," Captain Himmelman, of the Atlantic Fish Company, heads the list with 1,100 quintals. Other vessels are being fitted out for the summer season, while some already have sailed and are not expected to return until early in September.

Liverpool.—The new railway bridge on the Halifax and Southwestern railway (south shore route) is nearing completion. It has six spans and a draw, 400 feet long, and will cost about $100,000. The contractor is rushing the railway branch to the paper mills. The people of Liverpool are looking forward to the completion of the line as daily trains between Halifax the eastern terminus, and Yarmouth, the western terminus, would greatly expand the business of the town. Liverpool still maintains the wooden ship industry. At present there are two vessels under construction, one of 250 tons and the other, a schooner of 50 tons. The machinery has arrived for the paper mill at Milton, and it is expected to be in full operation early in July. It is understood orders are booked for a two years' contract. The annual output of pulp has been 500 carloads, while the contemplated output of paper is 140 carloads yearly.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

From an industrial standpoint, the progress of Amherst this season is without parallel. There is a great demand for unskilled labor for street work, sewer extension and for work in connection with various industries. Two or three hundred men could easily find employment at or near Amherst. Farmers are complaining that help cannot be secured at prices twenty to fifty per cent in advance of a few years ago.

The Amherst Foundry Company which had its Enamelling Plant destroyed by fire two months ago has again resumed operations and is employing a large number of men. The Rhodes-Curry Rolling mills have also started full operations this month, but are handicapped for want of skilled labor.

All the other industries in town reported orders in abundance, and the output for the current year promises to be far in advance of that of any other in the history of the town. The Hewson Woolen Company can give employment to a number of men and girls in their knitting Department. The tendency of wages continues steadily upwards.

In this part of Nova Scotia there has been a marked industrial development during the last few years. The towns have forged ahead of the country sections, and as a result the county sections are not producing enough to furnish the home market. This has increased the cost of living. The great problems that have to be solved in this section is the reduction in the cost of living and the supply of houses to-rent at a reasonable figure. There is not a vacant house here and the rents asked are abnormally high.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season continued backward. The hay crop promises to be very light. The price of farm produce is abnormally high, the demand exceeding the supply.

Fishing.—The lobster season opened late, but during the last few weeks the catch has been phenomenal. Packers are well satisfied with the season's operations thus far.

Lumbering.—Large shipments of lumber were made from Pugwash, Northport and other seaports to the European market. Prices were high.

Manufacturing.—Industries were exceedingly busy. Many of the local concerns were compelled to work during the night. There was a great demand for all classes of skilled and unskilled labor.

Mining.—Coal mining was exceedingly busy. Miners and over ground workers can find employment. The Maritime Railway, Coal and Power Company is advertising for one hundred and fifty men.

CONDITION OF PARTICULAR TRADES.

Building.—Work was abundant at good wages. Carpenters, masons and bricklayers were in great demand.

Metal.—Work was brisk in all lines, machinists and engineers were being advertised for.

Woodworking.—Car workers never had a better month, other trades were very active.

Printing.—Printers were in demand.

Clothing.—Tailors were in demand; good men commanded high wages.

CHARLOTTETOWN, P.E.I. AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All branches of labour showed marked activity during June, the demand for labour exceeding the supply. A feature of the month was the visit of Dr. Ells, of the geological survey, Canada, under the auspices of the Exploration and Development Company, to Earncliffe, in the Southern part of the Island, to investigate the possibility of discovering coal in this province. The activity in the building trade may be judged from the following item which appeared in the local press of June 22:—

"Building operations are fairly brisk in Charlottetown at present. The lower part of the Prince of Wales College is about completed, and work is being pushed on the Convocation Hall. The walls of the new railway works are steadily rising, and in a short time work will be started at the construction of the new railway pier. At present dredging is being carried on. A large addition is being built to Nicholson's tobacco factory, on Hensley street. The new residence for Dr. McLaughlin has been completed. Seven other residences are being built. A new front is being placed in the McKenna building. The contract will be soon let for a 38x32 brick building for the Telephone Company. Tenders are being called for, for the erection of a new Provincial jail and poor-house, and railway freight sheds at both Charlottetown and Summerside."

The freight-handlers employed on the Prince Edward Island Railway received an increase of 10 cents per day commencing April 1st.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of the month saw all the crops in the ground. The season s about two weeks later than last year, but warm weather at the close of the month somewhat improved the situation. The high price that farmers have had to pay for hay and seed potatoes has operated in a measure against the industry, but good crops, of which there is a fair prospect, will improve matters in the autumn.

Fishing.—Lobster fishing on the whole was exceptionally good, and in some factories more fish were taken than could be handled properly. Herring were also unusually plentiful. The expert employed by the Dominion Government to demonstrate the Scottish curing process at Souris, finished his work there about the middle of the month, having put up 200 barrels. The smoker at Georgetown was filled to its utmost capacity, and could have received more if they could have been handled.

CONDITION OF PARTICULAR TRADES.

Building.—The several branches were active.

Metal, woodwoking, printing, clothing, food and tobacco preparation, leather, miscellaneous and transport.—These trades were all active.

Unskilled.—There was a good demand for labour.

DISTRICT NOTES.

Summerside.—Thirty new building are being erected to replace those destroyed by fire in October, 1906.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Great activity characterized all branches of the labour market throughout June, showing marked improvement over May and the corresponding month of last year. The building trades were exceptionally active while the woodworking factories were obliged to increase their staffs and run over time.

Over 50 permits for buildings approximating in value $85,000, have been issued, already equalling the number of

permits taken out last year. Excavations for a new brick fire station are being made and the Bank of Montreal is preparing to erect a large free-stone building.

The Abrams Machine Co. has a new shop about completed and is putting in an extensive machinery plant.

A large number of dwelling houses are also being erected in the suburbs. Large civic improvements, in the way of sewer and water extensions, are being made, while in the West End a mile of new streets is being laid out. Work upon the new I.C.R. shops is being rapidly pushed. About 500 men of all classes are now employed. Tenders are being asked for the construction of a power house, a gas producer house and a dry kiln. These three buildings will complete the plant of the new I.C.R. shops.

Tenders for the construction of an eight mile section from Chipman eastward completing that portion of the G.T.P., between Moncton and Chipman have been received.

Factories and machine shops are all running full time and with plenty of work ahead. The milk dealers have formed a combination and have decided to hold the price of milk at six cents per quart throughout the season. The City Board of Works has decided to increase the wages of labourers from $1.35 to $1.50 per day. About sixty per cent of the I.C.R., clerks received increases of salary varying from $2.00 to $10.00 per month. Several officials also received increases. Business conditions were good. The Customs duty collected at this port of entry for May amounted to $5,732.00 as compared with $4,991.00 for the corresponding month of last year. Bank collections were good, retail trade was steady and wholesale trade firm and expanding.

No changes in the hours of labour and no friction between employers and employees were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a very active month, with weather conditions favourable, seeding of all kinds about over. Farm help was very scarce and many farmers were handicapped on that account. Farm produce of all kinds sells for high figures, and supplies were limited. Hay was very scarce at $16 and $18 per ton. Potatoes were also scarce and in some cases are retailing at $1.00 and $1.10 per bushel.

Fishing.—At Richibucto Shediac and Cape Tormentine, fishermen have been very active and large catches of lobsters have been taken. Heavy shipments of clams have been sent to American markets. A large number of men are being employed in these industries.

Lumbering.—Lumber men were actively employed sawing and shipping.

Manufacturing. — All local factories have been running on full time and with full staffs.

Railroad construction.—A large amount of repair work was done on the I.C.R. A double track is being laid from Moncton to Painsec Jct.

CONDITION OF PARTICULAR TRADES.

Building.—These trades have had an exceptionally brisk month, all classes of workmen being in good demand. Bricklayers and masons were busy and carpenters and joiners very active. Painters, decorators and paper hangers were rushed and unequal to demand. Stone cutters were very busy and builders' labourers active.

Metal.—Iron moulders, workers and helpers were very busy. Machinists, engineers, electrical workers and linemen were in much demand. Stove mounters, blacksmiths, boilermakers, tool sharpeners and horseshoers had steady employment.

Woodworking and furnishing.—Great activity characterized all lines.

Printing.—Printers and pressmen were very active, and bookbinders fairly so.

Clothing.—Journeymen tailors were in demand, garment workers were busy with supply unequal to demand.

Food and tobacco preparation.—Bakers, butchers and meat cutters were active. Ice drivers busy.

Leather.—Tanners and curriers were busy. Leather workers were steadily employed.

Miscellaneous.—Barbers were active, clerks and stenographers busy. Delivery employees hotel, restaurant and laundry helpers were active.

Transport.—Railway men reported steady employment. Carters, teamsters and expressmen were all active.

CHATHAM, N.B., AND DISTRICT.

Mr. Theo. DesBrisay, correspondent, reported a follows—:

GENERAL CONDITION OF THE LABOUR MARKET.

Although the spr.ng was somewhat late compared with other years, and outdoor employment thereby retarded, yet June found all branches of industry actively engaged, and in some instances exceptionally busy conditions prevailed. On the whole, the supply of labour, both skilled and unskilled, was equal to the demand. Seasonal conditions, early in the month, somewhat interfered with the general activity of inside and outside employment, but this disappeared toward the end of the month. On the whole, June may be said to have been a very good month for the industrial classes in Chatham and district. Wholesale and retail trade was reported satisfactory, with excellent prospects for the coming season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming has been delayed, June 12 being the first warm day.

Fishing.—This industry has been backward, with fish scarce. Herring were plentiful on the coast, but salmon and gaspereaux so far are light. The catch of lobsters has been fair.

Lumbering.—The drives on the different streams have reached the booms, excepting in one or two instances, which depend chiefly on summer driving.

Railroad employment.—Railway employees were well employed.

CONDITION OF PARTICULAR TRADES.

Those employed in the skilled trades were either busy or active.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during June continued active, all branches being well employed. Farm hands were scarce, and good men could find plenty of work. The contract for the erection of the new $60,000 Y. M. C. A., building has been signed, and work is being proceeded with. Work on the Royal Bank of Canada is being rapidly pushed forward. A new dredge has arrived from Boston and will be put to work about July 1st on the site of the new 600 foot berth at St .John West, which it is hoped to have completed in time to get the cribs sunk and built up before winter. A plant for repair work on locomotives and cars has been installed at the new I. C. R., roundhouse; formerly, work of this nature was done at Moncton. The annual report of the St. John Railway Company for the year ending April 30, 1907, showed profits of $51,342.87, of which $48,000 was distributed to the stockholders in dividends and $3,342.87 placed to the credit of profit and loss. Bank clearings for the five weeks ended June 27th were $6,560,122, and for the corresponding period last year $5,509,003, being $1,051,119 greater in 1907 than in 1906 and $1,361,196 in excess of the four weeks ending May 23rd of the current year. The prices of meat have advanced greatly during the past year.

The wholesale price of beef s twenty-five per cent higher, while the retail price of lamb, veal, pork and mutton has advanced 25%. The price of pork is higher than at any time during the past fifteen years. Scarcity of cattle is one reason put forth for the advance in prices. Hay is scarce and dear, $23.00 per ton being the price now asked by retailers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The prospects for a good grass crop are not promising. The apple trees are going out of bloom about three weeks later than usual.

Fishing.—Harbour fishermen had a fair run of salmon and expect an increase during July. Salmon retails at from 15c to 25c per pound, according to cuts.

Lumbering.—Rafting work has been rushed by the St. John River Log Driving Company. At Mitchell booms during the two weeks ending June 25, there were rafted 3,674 joints and 43,218 pieces. The average number of men employed was 149. During the same period, 3,957 joints and 54,409 pieces were rafted at the Douglas booms. the average number of men employed being 165.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, plumbers and gas fitters, and builders' labourers were active. Carpenters, joiners, painters and decorators were busy. Stonecutters were fairly active.

Metal, engineering and shipbuilding.—Iron moulders and blacksmiths were active, while machinists and engineers, steam engineers, boilermakers and sheet metal workers were busy, and electrical workers and linemen very busy.

Woodworking and furnishing.—Woodworkers and shingle weavers were busy.

Printing.—Printers and pressmen were busy, working extra time. Bookbinders were busy.

Clothing.—Journeymen tailors were busy.

Food and tobacco preparation.—Bakers and confectioners were busy, and cigarmakers were active.

Miscellaneous.—Broom makers were very busy, with brush makers busy.

Transport.—Railway employees were busy. Street railway employees were very busy. Teamsters and expressmen were active.

Unskilled labour was active.

DISTRICT NOTES.

Cole's Island.—The steamer "Crystal Stream" was burned to the water's edge on June 21, and four of the crew lost their lives. Her length was 132 feet, beam 25 feet, depth 9 feet, gross tonnage 482, registered tonnage 304, insurance $12,000.

Fredericton.—During the past year the Hartt Boot and Shoe Company did a business of about $250,000, an increase of almost $50,000 over the previous twelve months. Profits will be used to increase the facilities of the factory. The annual report of the Fredericton Gas Light Company showed that during the past year the Company spent upwards of $10,000 on improvements.

Hampton.—The buildings of the Canada Woodenware Company, Limited, were destroyed by fire on June 7, together with their extensive manufacturing plant, finished stock and lumber in the dry-house, and a quantity of piled plank in the yards. The loss was about $30,000.

St. Mary's. — The ratepayers have voted $10,000 towards installing a water system for fire protection and domestic purposes.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and Edward Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month was favourable, labour being more actively employed than in May. The number of immigrants landed was exceptionally heavy; on June 15, 7,000 were landed within 30 hours. The visit of H. M. S., cruiser squadron, the holding of the convention of the Brotherhood of Locomotive Engineers, and the large influx of other visitors made conditions very active. Railway construction in the district was very busy. The large sawmills have now all commenced cutting, the wages paid being about ten per cent higher than last year. Wages in general were upward in tendency. Unskilled labourers last year worked 11 hours for $1.25 and now receive $1.35 to $1.40 for the same time. The employees (civic) of the Water Works Department, to the number of 60, who succeeded in obtaining an increase of pay and decrease of hours, as reported, went back on the 17th of the month to the ten-hour day system. The arrangement had been for a nine-hour day at 15 cents per hour, or $1.35 per day. The change is to ten

ours and the rate per hour is the same ut the per day wage is $1.50

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Though seeding was very te, the outlook, with the improved eather conditions, is favourable, and ie crop will probably be in excess of the verage.

Lumbering.—The drives were com- leted under favourable conditions. Some gs that were hung up last year were oated, as well as the whole of the past inter's cut. A busy season is expected r the sawmills.

Railway construction.—Over 2,300 men re at present employed at La Tuque on ie Lake St. John branch and the Trans- ntinental line. This number will be creased to 3,000 shortly. A branch ad for the Quebec Railway Light id Power Company has been started run from Beauport to Seven Falls. he St. Ann Power Company is construct- g large pulp mills at Seven Falls, and ie new branch line will bring the pro- uct of the mills to Quebec for shipment.

CONDITION OF PARTICULAR TRADES.

The *building trades* were busy and the *etal, engineering and shipbuilding* trades ctive. The *printing and clothing* trades ere busy, with the exception of boot and hoe workers, who were dull. All of the ther skilled trades had a very good nonth. *Transport* and *miscellaneous* em- loyees were busy.

Unskilled labour was busy.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported s follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was very well employed during une, all branches of industry running o full capacity. There was a great de- nand for unskilled labour, and contrac- ors could engage a few more men. The new jewellery factory, a branch of a concern from Attleboro, Mass., will be running next month, the new factory being completed and the machinery now being placed in position. Contracts have been let for several buildings at the exhibition grounds. The machine shops are running to full capacity; a number of mechanics from Great Britain were given employment. The Canadian Rand Drill Company added 150 men to the pay roll, and as soon as the new extensions are completed, as many more will be added. Wholesale and retail trade was very good. The conductors, brakemen and baggagemen on the Quebec Central railway have been granted an increase in wages. The terms have not yet been given out. The ratepayers of the city voted on the by-law to authorize the City Council to raise $200,000 to erect an electric light plant at Westbury. The by-law was carried by a majority of 64. It is the intention of the Council to erect a plant to supply the street lighting, and also to give power to industries which may locate here at $15 per horsepower. The Eastern Townships Immigration agent placed 128 British immigrants in situations throughout the townships during May. The demand was not nearly filled, as the majority are ticketed through to the west.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy. Although the season was late, warm weather and rain have brought on the crops very rapidly, and should the favourable weather continue, the harvest will not be very late. All crops are looking well; the indications point to a heavy hay crop.

Lumbering.—The sawmills were in full operation, and large quantities of logs were being floated down the St. Francis river to the mills below Sherbrooke.

Manufacturing. — The manufacturing industry was very busy. The Paton Woollen mills have orders ahead for some time. Help is very scarce. The carpet factory was also working to the limit of its capacity.

Mining.—The mining companies complained of the scarcity of help. This was felt not only at the asbestos mines in the

central Quebec district, but at the smaller copper mines in the vicinity. The Golconda gold mine, which is situated about six miles from Sherbrooke, and which was purchased by a New York syndicate for $125,000, has started operations. Some thirty men are now employed at placer mining, and when the machinery is in position, this number will be increased

Railroad construction and employment.—The Grand Trunk Railway Company had two work trains and a large gang of men filling in and extending the yard at Sherbrooke. The Company is also extending and improving the depot building. The Quebec Central Railway Company has awarded a contract to raise about three miles of the track between Beauce Junction and St. Joseph, so as to avoid the high water in the spring. About 200 men are employed.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, carpenters, joiners, stonecutters and builders' labourers were very busy. There are several large buildings under way which will keep these trades busy all summer. Lathers, plasterers, plumbers and painters were also very busy.

Metal and engineering.—Moulders, machinists and all machine shops workers were very busy. In some cases, night work was necessary.

Woodworking and furnishing. — All branches were busy, work being carried on to the full capacity of establishments.

Printing.—The allied trades were busy.

Clothing. — Journeymen tailors were very busy; there was a scarcity of good hands. Garment workers and glove makers were busy.

Food and tobacco preparation.—Bakers, confectioners, icemen and cigar makers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel, restaurant and laundry workers were busy.

Transport.—All branches were busy.

Unskilled labour was in great demand.

DISTRICT NOTES.

The Orford Mountain Railway Co. has received another grant from the Government, and will, it is stated, extend its line.

ST. HYACINTHE, QUE., AND DI TRICT.

Mr. V. Phaneuf, correspondent, r ported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market we busy during June. Favourable weath caused great activity in outside emplo ment. The building trades were mo active than in the preceding month, b the season will not be very active. Sa and door factories were very active, su ficent orders being booked to keep t full staff busy. Boot and shoe factori were very active, with bright prospect The iron industry was a little quiet than in May. The month was a good o for the tanneries, but production w somewhat curtailed owing to the lack employees, who are very scarce at presen Work on the Grand Trunk line a vanced rapidly, from 300 to 500 me being engaged. The workmen on t double tracking of the line between S Lambert and Ste. Rosalie were bei paid $1.75 per day of 10 hours. T Eastern Townships Manufacturing Co pany was very busy. The strike of t Penman Manufacturing Company's en ployees, which commenced on June 1 was terminated on June 17, an amicab arrangement having been effected throug the offices of Mr. Felix Marois, of t Quebec Board of Conciliation. The d mands of the men were for an increa of 20 per cent. in wages, the recognitio of the Union and the re-employing five workmen who had been dismisse on May 30 and June 1. The manag promised to make an investigation see if the smaller salaries could be increa ed from 10 to 15 per cent. The compan refused to recognize the Union, b agreed to re-employ the workmen wh had been dismissed.

From 1901 to 1906 industry has pr gressed in St. Hyacinthe, if the great fi of 1903 is taken into consideration. Th production of the factories in 1901 w $2,040,660 and in 1906, $2,063,255, b retailers expect greater activity in Jul

nks reported a very active month, with sy collections. There have been no anges in wages, with the exception corporation labourers, whose salaries re increased to 15 cents per hour for ose working above ground and 17½ cents r hour for those working in the bottom trenches. With the exception of the nman strike, relations have been ami- ble between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists were busy, it the season is late. Garden produce ld at good prices. Farm labourers were demand.

Manufacturing.—All factories were well nployed. Boot and shoe workers made ertime. Agricultural implement fac- ries were busier than in the corres- nding month of last year, and their tput has greatly increased.

CONDITION OF PARTICULAR TRADES.

Building.—The different branches were irly well employed, there being more portunities of employment in June an in the preceding month. Painters id paperhangers had an active month; umbers were fairly busy, but lathers id plasterers were quiet.

Metal, engineering and shipbuilding.— on moulders and foundrymen generally orked full time. Electrical workers id an active month. Boilermakers and acksmiths had plenty of work. Horse- oers reported a good month.

Woodworking and furnishing.—Wood- orkers had a very active month, over- me being necessary in some cases.

Printing.—Printers, pressmen and book- nders had an abundance of work at od wages. No one was idle in this class.

Clothing.—Tailors were exceptionally usy. Boot and shoe workers were very usy.

Food and tobacco preparation.—Activity as reported.

Leather.—Tanners, curriers and other ather workers had a very active month.

Miscellaneous.—Barbers, clerks, deliv- ry employees, hotel and laundry em- loyees had an active month.

Transport.—Activity prevailed among these workmen.

Unskilled labour.—This class was very active, the demand being greater than the supply.

DISTRICT NOTES.

Sorel.—At the Marine shipyard a floating workshop is being erected for the purpose of repairing the dredges working at Cap de la Roche. This shop is being constructed on a barge 90 feet in length and 26 feet in width. All the necessary machinery for urgent repairs will be installed, so as to avoid the delays occasioned by the transporting of the vessels to Sorel. The Department of Marine is taking every means to hasten the dredging of the St. Lawrence, and the dredges work day and night. The construction of a spur line to the St. Joseph shipyards has been rendered necessary by the large quantities of freight handled in these yards. The branch will be about two miles long, and will be commenced at once. The Department of Public Works has decided to construct a dock 75 feet wide by 550 in length. This will be very useful to farmers from St. Ann and the Islands who come to market in canoes. A breakwater will be built from the lower end of the dock to the wharf. Work on the steamer "Hosanna," for lighthouse service on the St. Lawrence, has been completed. The vessel measures 115 feet long by 20 in width. A new shipyard has been opened at St. Joseph.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month was exceptionally busy, especially in the building trades. The arrival of a large number of immigrants affected the labour market, especially in the building trades and among unskilled workmen. Manufacturing was very

busy; a large number of factory hands have recently come into the city. At St. Louis de Mile End, De Lorimer, Outremont and other surrounding municipalities a considerable increase in population has been reported as a result of the prevailing industrial activity.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were busy. Several of the branches have been increased in wages. The granite cutters have been on strike for several weeks for an eight-hour day and wages of $3.00 per day, being an advance of 50 cents per day in wages and a reduction of one hour per day in hours. Carpenters and plumbers were busy, and builders' labourers were in demand. Painters and paper hangers were somewhat less active than in May.

Printing and clothing.—Employees in these trades were busy.

Transport.—Wharfmen were working night and day, and railway employees had a very busy month. With the opening of the tourist season, cab drivers, hackmen, etc., became very busy. The Montreal Street Railway Company was forced to increase its staff owing to the heavy increase in passenger traffic.

The metal, woodworking, food and tobacco preparation, leather and miscellaneous trades were active.

Unskilled labour.—The demand has been very active.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very active during June, especially in the building trades. During May the value of building permits issued was $1,964,020, an increase of $933,757 as compared with May, 1906. The value of permits granted during the first five months of the present year was $4,007,245, or nearly double the value of permits issued for the whole year 1901. In the corresponding period of 1906 only four more permits were issued, but the value of the buildings to be erected, which was only $2,574,173 in 1906, showed an increase of $1,429,072 for the present year. The following table shows building activity in Montreal since 1899:—

Year.	Number Permits.	Value.
1899	357	$2,370,080
1900	331	3,089,403
1901	443	2,568,372
1902	826	3,089,734
1903	1,010	4,094,596
1904	1,335	3,651,164
1905	1,694	5,590,698

The amount received by the city from the Montreal, Light, Heat and Power Company for the first six months of 1907 was $16,036, compared with $15,684 last year.

The returns from the Montreal post office for May show a great increase both in receipts and in the volume of business done and mail handled as compared with the same month of last year.

W. R. Cuthbert and Company announced their intention to erect an extensive addition to their Duke street brass foundry. The new plant will cost in the vicinity of $100,000, and will employ several hundred men. The work done will be of the same kind as in the company's existing plant, brass castings of all kinds, phosphor bronze, babbit and steamfitters' supplies.

Shipments of Nova Scotia coal to Montreal have run behind to the extent of 100,000 tons. This shortage was caused by the late period at which the ice fields around Sydney and elsewhere on the Atlantic coast disappeared.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were very active.

Metal, engineering and shipbuilding.—Steam engineers, electrical workers and linemen were very active; the other branches were active.

Woodworking and furnishing.—Wood workers, carriage and wagon makers

car builders and pattern makers were very active. Coopers and gilders were busy.

In the *printing, clothing and food preparation trades* activity prevailed.

Leather.—Tanners, curriers, leather workers, and saddlers, were busy; trunk and bagmakers were active.

Miscellaneous.—Hotel, theatre and laundry workers were very active; barbers were active; clerks were busy and furriers were fairly well employed.

Unskilled labour.—This class was very active.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

June was a very busy month for all classes, overtime being worked in nearly all shops and factories, with orders in excess of the capacity of the mills and the supply of labour available. There have been no changes in wages since June 1. Trade has been active and shipments heavy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Notwithstanding the backward spring, reports from agriculturists have been very favourable, and a better crop than in eight years past is anticipated.

Mining.—Conditions were very active throughout the district. Mica production and manufacture is increasing, a number of new mines being worked, especially on the Upper Gatineau. Prospecting has been active, and the presence of mica throughout the district has caused a marked increase in land values. It is estimated that 700 hands find steady employment in mica mining in this district.

Lumbering.—Mills throughout the district were in full activity.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was great activity in labour circles during June, especially in the building trades. Many of the contractors were hampered by strikes in May, and there was a keen demand for skilled men when the wages claims were settled. A considerable number of bricklayers and stonemasons who had left the city during the strike have returned, and the demand in these two branches is fairly well supplied. Owing to the extensive stone cutting operations going on in Ottawa, there have been at times more stonecutters in the city than could find employment. The national museum is giving employment to 70 stonecutters, this being the largest building in progress in the city.

The increased cost of building material and labour has discouraged a large number of people who had contemplated the erection of dwelling houses from carrying their plans into execution. Lumber advanced about $3 per thousand over last year's high figures, which, with the rise in wages, made building 10 or 15% higher than before. If it were not for the advance in rentals, there would have been a very serious set-back to building. To offset the tendency of men to refrain from investing in dwellings, there was an exceptional demand for banks, schools, extensions to stores, etc. There are also some large public buildings in course of erection which must go ahead irrespective of cost. These conditions, together with the cessation of a large portion of the work during strikes in May have prevented the labour market from becoming dull. There is no indication of a decline in lumber prices, but as brick and stone are not much dearer, and concrete is coming into use, it is not expected that the cost of material will prove a permanent hindrance to building.

The only labour trouble occurring during the month was on June 1, when about

400 builders' labourers demanded recognition of the Union and an increase in the minimum wage scale from 22 to 25 cents an hour. Some 200 men, comprising stonemasons, bricklayers and plasterers, were affected indirectly. The strike lasted only five hours, when a committee of the employers agreed to confer with the Building Labourers' Union. A settlement was reached granting recognition of the Union and a minimum scale of 25 cents.

A strike of the tailors employed in two Sparks street shops for an increased scale amounting to about 14 per cent. has been in progress since the spring. The strikers' places have been filled. In the five shops where increase was granted friendly relations continue between the Union and the employers.

The City Council has decided to call for tenders for an asphalt plant, the engineer having recommended that the municipality should build its own streets.

The city electric commission has taken the first step to acquire the street lighting plant of the Ottawa Electric Company, reporting to council in favour of its purchase for $24,000. Should the Company refuse this, arbitration will be resorted to.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The delivery of vegetables and fruits from the farms is very light compared with this time last year owing to the backward season. Strawberries, which usually ripen in the Ottawa Valley about the last week of June, are about two weeks behind. Meadows, owing to lack of rain, promise a very light yield. The grain has been checked by drought also, but it is not beyond recovery. Labour is employed chiefly at hoeing and thinning roots. Wages are from 10 to 15 per cent. higher than last year.

Lumbering.—The activity in lumbering continued. Prices on local and outside markets show an upward tendency despite the previous high quotations. Nearly all the mills are running night as well as day. The high water has been very favourable to driving operations, and most of the logs are out of the tributary streams. The brisk business in shipping lumber has led to an increase in the number of employees at wharves and railway depots. The pulp and paper industry is thriving owing to the great demand for the product and the satisfactory water power.

Printing.—There was a very active demand for printers, pressmen and kindred tradesmen. Apprentices were plentiful.

Clothing.—Garment workers were busy on fall trade.

Food and tobacco preparation.—Trade was quiet with cigar makers and tobacco workers.

Leather.—Leather workers, trunk and bag makers were fairly active.

Miscellaneous.—Barbers are very scarce, with wages increasing. Male stenographers are difficult to get. Female stenographers are plentiful. Delivery employees were busy.

Transport.—All employees were busy.

Unskilled labour.—Farm labourers were in great demand.

KINGSTON, ONT. AND DISTRICT.

Mr. Wm. Kelly, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of labour was satisfactory during June, the opportunities for employment in many instances being in excess of the supply of men. Sailors, farm help and unskilled labour were much in demand, notwithstanding a large influx of immigrants. The cotton and hosiery mills were employing large numbers of the new arrivals. Except in a few cases, where material was not available, all branches of the building trades were very active. On Friday, June 28, the annual military camp broke up after twelve days work. The camp caused increased receipts among merchants and business men. Over six million bushels of grain have already passed the local elevator this season. Five million bushels were handled at Kingston, and one million five hundred at Prescott, where the

verflow was attended to. The King-ton and Pembroke Railway Company nished ballasting eight miles of its line outh of Sharbot Lake, and the whole of he line between Kingston and Sharbot ake will be finished this year. Two undred men, mostly Italians, are at resent employed at the Grand Trunk Railway Junction lifting the tracks. Upon the request of the Mayor of King-ton, the Hon. the Minister of Justice ave four hundred toise of stone from he Dominion Penitentiary to be used n repairing the City streets. There were o strikes or lockouts during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy, vith a demand for competent help. Many of the new arrivals refused to work n farms. Complaint was made by the ocal magistrate and others that undesi-able immigrants were being brought here.

Fishing.—Fishermen were busy.

Lumbering.—Conditions were quiet.

Manufacturing.—Industrial establish-nents of all kinds were active.

Mining.—Active conditions prevailed. A party of seventeen Austrian immigrants mployed in the local Feldspar mines, al-hough unable to speak English, are roving excellent workmen.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were busy.

Metal.—Active conditions prevailed in ll branches.

Woodworking and furnishing.—Wood-vorkers of all kinds were active.

Printing.—Printers continued busy.

Clothing.—These trades were fairly usy.

Food and tobacco preparation.—Bakers, utchers, cigarmakers , etc., were active.

Leather.—Workers were actively em-loyed. The Harness works, recently pened, reported business brisk.

Miscellaneous.—Barbers, broom ma-ers, clerks, furriers, etc., reported a usy month.

Transport.—All branches were active.

Unskilled labour.—This class was acti-ely employed.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

June has been the most active month for labour in many years. There was a demand for additional workmen in nearly every trade, and in some cases contractors were compelled to move their workmen from one job to another. The two daily newspapers were advertising for men, and in some cases advertisements were appearing in outside publications. Opportunities for employment were offering, for both skilled and unskilled workmen, in nearly all trades at ruling wages. Every industrial establishment was working to its fullest capacity, and the amount of product sent out was very heavy. Many firms admitted their inability to keep up with orders. The new Lehigh Cement Company has a large number of workmen employed erecting dwelling houses, foundations, docks, etc. The Belleville Cement Company was employing all the men that it could secure in erecting additional buildings found necessary owing to its increased business. The district has been exceptionally free from labour difficulties, not one strike of any importance having been reported. The erection of the new drill hall was giving employment to large numbers of workmen mostly stone masons and labourers. The hotel "Quinte," the new public library, three new banks, the four storey addition to the Belleville Hardware Company's premises, besides other large undertakings, were providing employment to all who applied. The Belleville Hardware Company sustained a serious loss by fire on June 19, but the work of the firm was carried on without interruption. At the present time there is not a store vacant, nor is there sufficient housing accommodation for the influx of new residents. Merchants reported business good for the time of the year, and are sanguine as to future prospects. The stone quarries at Crookston were employing extra men getting out stone for the new drill hall.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the backwardness of the spring, grain and hay are not looking well and in many instances crops are suffering for rain. Prospects are poor for a good hay crop, but the root crops are looking well.

Fishing.—This industry was quiet.

Lumbering.—The lumbering industry was dull compared with the corresponding period of other years.

Manufacturing.—Industrial establishments were very active in nearly all branches.

Mining.—Active conditions existed in the northern part of the county.

Railroad construction and employment.—Some 400 men were employed on the Central Ontario Junction Railway, and the rails have been laid from Bancroft to Maynooth, nearly 16 miles. Railway employment generally was active.

CONDITION OF PARTICULAR TRADES.

Building.—Every branch was active, and in some the supply of labour was unequal to the demand. Excellent wages were paid.

Metal, engineering and shipbuilding.—Iron moulders were very active. One large firm was advertising in outside places for additional workmen. Machinists had a busy month, also electrical workers and linemen. Metal polishers, buffers, platers, brass workers, etc., at the Belleville Hardware Company's plant were busy. Active conditions prevailed with blacksmiths and boilermakers. Bicycle workers and horseshoers reported an active month.

Woodworking and furnishing.—The different branches were busy. Car builders at Deseronto were very actively employed Many coopers were being employed at good wages in the manufacture of cheese boxes.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors were busy.

Food and tobacco preparation.—Bakers confectioners, butchers and ice-handlers were active. The price of ice has been increased 50 per cent.

Leather.—Harness makers and saddlers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees. and laundry workers were active.

Transport.—Railway employees reported a busy month, employment being in excess of june last year. Steamboatmen had an active month, also sailors, longshoremen, hackmen, carters, teamsters, and expressmen.

Unskilled.—This class was in demand at good wages.

PETERBOROUGH ONT., AND DISTRICT.

Mr. W. J. Johnson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

For employment of all kinds no month this year has exceeded June. Every person who wanted work could get it. The tourist season was commencing, and from present indications will exceed that of any previous year. The dredging of the river is being carried on, and the City is taking the dredgings to fill in along the water edge. Stone, concrete, excavation and brick work is being pushed on the new armouries, Collegiate Institute and North Ward schools. The Bell Telephone Company has awarded contracts for the erection of a new exchange building to be completed this year. The City is laying many miles of sidewalks and sewers. The building trades and all shops were very busy. Transportation both by rail and water was never better; hundreds of cords of wood were being brought into the city from the country districts in scows by the Trent Canal. Wholesale and retail trade was very active. The Ackerman strike remained unchanged. Teamsters wages were raised from $3.25 to $3.65 per day; cement mixers, from $1.60 to $1,75. Plasterers are asking for an increase from $3.00 to $3.25. The Peterborough Canoe Manufacturing Company was very busy building skiffs,

canoes and steam launches, shipping consignments to New Ontario, Western Canada and the United States. The George Mathews Company is making extensive alterations, and is building an addition to its plant. The Ontario Coal Company is building a new siding into its plant.

The new furniture factory recently erected has already a number of orders on hand. The Colonial Weaving Company, which has been in business here for some years, requires larger quarters as its business is growing very rapidly. This Company is asking the City for a free site and fixed assessment, and intends to build a factory 60 x 200 feet, costing $12,000, also to employ 60 instead of 40 hands, as heretofore. Repairs in three stores costing about $6,000 are under way. Permits have been issued for the building of over 150 houses, besides others for premises costing between $200,000 and $300,000. Peterborough has a per capita manufacturing output of $7.33 the best showing of any industrial centre in Canada.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Summer fallowing and the planting of root crops were in progress. A considerable quantity of oats were marketed at 52 to 55 cents a bushel; eggs, brought 17 to 18 per dozen, and butter 26 to 28 cents per lb. Florists were very busy.

Fishing, lumbering and manufacturing. These industries were very active.

Mining.—The mining industry was somewhat dull.

Railroad construction and employment.—Railway work was confined to keeping the railroads in repair.

CONDITION OF PARTICULAR TRADES.

Building.—All were very busy, excepting gas and steam-fitters who were active.

Metal, engineering and shipbuilding.—Busy conditions prevailed with electrical workers very busy, and iron moulders, boiler-makers, ship workers, bicycle workers, tool sharpeners, horseshoers and jewellers active.

Woodworking and furnishing.—All were actively employed.

Printing.—All branches were very busy.

Clothing.—Journeymen tailors were active, and garment workers, hat makers, boot and shoe makers were busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, and ice handlers were very busy, with cigar makers active.

Leather.—Workers on leather goods were very busy.

Miscellaneous.—Clerks, stenographers, and laundry workers were very busy; broom makers and barbers were active, and furriers dull.

Transport.—Railroad workers in all branches were very busy as were all others coming under this heading.

Unskilled labour.—This class experienced busy conditions.

DISTRICT NOTES.

Cheese and butter making is now in full progress throughout the district. Two thousand nine hundred and eighty-nine boxes of cheese were turned out from the Peterborough factory at 11 5-8 cents per lb, and 1,254 from the Victoria factory at 11 ½ cents per lb. Produce was very high, hay selling at $15 per ton loose, and $18 baled. Potatoes brought $1.35 per bag, and other produce was equally high. Root crops were receiving attention. Grain crops never looked better, everything pointing to a bountiful harvest.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While activity continued in the building trade, as well as in nearly all lines of manufacturing, the labour market has been unsettled during June owing to strikes, and the influx of immigration. The strike of the plumbers is beginning to be seriously felt as building contracts approach completion. The stringency in the money market is also a detri-

mental factor so far as new enterprises and extensions are concerned.

Building permits were issued during the month of May to the approximate value of $2,457,964, as compared with $1,502,160 for May, 1906, the number of buildings being 829 as against 468 for May of last year.

The receipts of the Toronto Railway Co., during May were $279,773, of which the City's percentage was $41,965, as compared with total receipts of $250,682 for May, 1906.

The Confederation Life Co., began the erection of a new 8-story steel building, to cost $200,000. It will be absolutely fireproof. The Colonial Investment and Loan Co., will erect a 10-story office building of steel, brick and terra cotta, to cost $150,000, exclusive of the land. The City Engineer has presented a detailed report of proposed improvements in the city water service, including a new 15,000,000 gallon pumping engine at the main pumping station, to cost $250,000, and a 6,000,000 gallon pump at the high level pumping station to cost $60,000. The total cost of the improvement will be $310,000 and a by-law to raise the amount will be submitted to the rate-payers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy, haying having commenced about the close of the month. The crop will be rather short owing to the late spring. Other crops, though backward, were looking well and improving rapidly under the influence of favourable weather.

Manufacturing.— This industry was generally active, except where interrupted by labour troubles, and many establishments found a difficulty in overtaking orders. Employers complained of a lack of specially skilled artisans in some lines. The machinists' strike affected adversely other branches, requiring machinery and repairs. Western trade has considerably improved, the difficulty in procuring transportation having been overcome. The Somerville Co., Ltd., has secured a site on St. Helens Ave. in the north-western part of the City for a brass working plant, which will employ 200 men. The Lautz Marble Co., of Buffalo, will establish a plant in the East end to cost $40,000. It will employ 50 skilled cutters besides other workmen. The Gundy-Chapperton Co., cut-glass manufacturers, have taken out a permit for a factory. The Massey-Harris Co., ha purchased a large block of land, east of their present property to enable them to extend their operations. The Imperial Glass works will put up a 2-story brick warehouse on Mutual St. at a cost of $14,000. J. &. J. Taylor, safe manufacturers, have completed a large addition to their factory 245 ft. in length by 60 ft. in width, of concrete steel and brick, where they will manufacture heavy vaults and strong rooms, providing employment for an additional 100 men.

Railroad construction and employment. The electric service on the York Radial through to Jackson's Point, Lake Simcoe, was opened on the 1st June, and the line is now in regular operation.

The work of relaying the Grand Trunk Railway track between Toronto and Hamilton was nearly completed at the close of the month. Owing to the increase of traffic the staff of Grand Trunk employees at the Union Station has been largely augmented.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, carpenters, masons and builders' labourers were generally well employed, but the influx of immigrants has been in excess of the local demand and a number are out of work. Painters had a fair month. Lathers and plasterers found work a little slack owing to the plumbers strike, which at the close of the month was still on. Plasterers' labourers, who went on strike June 1st, for 35 cents per hour, compromised on the 18th for 30½ cents being half-a-cent advance.

Metal, engineering and shipbuilding.— Work has been plentiful in most lines, except where the strike of machinists, who went out to the number of 750 on the 8th inst., has affected other trades. Owing to this cause a number of boiler-

makers, blacksmiths, moulders and other metal workers have been temporarily idle. The larger establishments have refused to entertain the demands of the Machinists Union and insist on an open shop, but a number of the smaller shops have conceded the terms asked and the men have gone back to work on the 9-hour schedule, having about 400 machinists still out. The boiler makers who demanded a 9-hour day have compromised on a basis of an increase of 10 per cent. in wages, receiving $3.00 per day in place of $2.75. Jewelers and silversmiths were busy.

Woodworking and furnishing.—These trades have all been well employed.

Printing. — The printers and allied trades had a fair month. On June 1st the Typographical Union finally decided to accept the agreement entered into by the conference between the allied printing trades and the job offices.

Clothing. — Custom tailors, dressmakers, garment workers and milliners had a busy month. Boot and shoe workers, hat and cap workers had steady work.

Food and tobacco preparation.—Activity prevailed in these lines.

Leather.—Harness makers and saddlers had plenty of work.

Miscellaneou .—Barbers, hotel and restaurant employees, laundry workers, etc. were busy. The number of clerks, salesmen, and warehousemen was considerably in excess of the demand.

Transport,—Railway and street railway employees, sailors, longshoremen, teamsters and express men had an active month.

Unskilled labour.—The supply is considerably in excess of local requirements.

DISTRICT NOTES.

Swansea.—The new buildings of the Toronto Bolt and Forging Co., are nearly completed at a cost of about $100,000. They are built of modern land-lime bricks throughout.

Newmarket.—The contract for section 2 of the projected canal from Newmarket to Holland Landing has been let to John Riley, and the work will shortly be begun.

Toronto Junction.—A. Bradshaw & Son have purchased a site on Hook Ave. where they will erect a clothing factory to employ 90 operatives.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

June was a busy month in this city and district, with abundance of work for men of every occupation, but with the supply of labour usually equal to the demand. Machinery was installed in the new shoe factory, and it will be running in July. The carriage mountings' factory and the nut and bolt works were going up; the plant of the Ramapo Iron Works was nearly completed; and the new Ethinite factory was running steadily after the 12th. Sewer construction gave employment to a number of men. Contracts were let for 80,000 square feet of granolithic sidewalks. The building trades were, perhaps, the most active. Financial and commercial interests were satisfied with prevailing conditions. The only important change in wages or hours was among trainmen of the International railway (electric). A new schedule went into effect on June 1st, giving the men an average increase of from one to two cents per hour. Fifty men were affected. At Welland a Wednesday afternoon closing movement was inaugurated on June 19th, to continue till September 1st.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The unusually late spring had a lasting effect on agriculture. Less planting was done, and crops planted last fall suffered. The next three months will be very busy ones in the fruit district, and there will be a great demand for both male and female help.

Fishing.—Fishing in the lakes was active during June.

Manufacturing. — Manufacturing con-

cerns of all classes were busy. The Niagara Neckwear Company advertised for ten girls, and the roller bearings' works wanted good lathe hands. Planing mills were rushed with work.

Railroad construction and employment.—Railway traffic was steady. Some construction work was going on along the Niagara, St. Catharines & Toronto extension to Welland and on the double-tracking of the Michigan Central line near Bridgeburg.

CONDITION OF PARTICULAR TRADES.

Building.—With the exception of stonecutters, all were very busy.

Metal.—Foundries, machine shops and other metal-working establishments were well supplied with work. Steel lathe men were wanted. Steam engineers were quiet. Electrical workers were well employed.

Printing.—Business was good. Operators for type-setting machines were scarce.

Clothing.—Journeymen tailors were busy.

Food and tobacco preparation.—Bakers, butchers, icemen and cigar makers were active.

Miscellaneous.—The summer season opened, giving employment to large numbers of hotel and restaurant employees, and to many additional retail clerks. Office employees were active and workers busy.

Transport.—Passenger traffic on the railways was heavy and train and enginemen were active. Freight traffic was steady. Steamboat men were all working. Electric railway employees were very busy. Teamsters and carters were active and hackmen quiet.

Unskilled labour.—Was well employed.

DISTRICT NOTES.

Humberstone. — Industrial conditions here and at *Port Colborne* were favourable. The public school is to be enlarged. Traffic on the Welland canal was heavy.

Bridgeburg.—By-laws for school enlargement and street improvements were defeated at the polls. On June 1st, 500 men were employed at the shipyards, and plans were completed for building the largest dry-dock on the great lakes. A steel vessel over 500 feet in length is being built. On June 12th, fire destroyed the machine and blacksmith shops, doing 30,000 dollars damage. The burned buildings are being re-erected and the industry will not be checked.

Welland.—The Robertson Machinery Company, which suffered by fire, will build a new engine-building plant, and a new company will take over other branches of the business. The Supreme Heating Company expects to be turning out stoves in August. The buildings of the Billings-Spencer works were going up rapidly. Good progress was made at the steel works. Excavation of the turning basin in the Welland canal was completed, and it and the new docks will be finished in September. Further improvements to the canal have been decided upon. Retail stores will close on Wednesdays at 1 p.m. from June 19th to September 1st. The Canada Forge Works is now employing forty men.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. James A. Wiley, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during June showed a marked increase in activity as compared with the preceding month, particularly in the building trades. As a result of the settlement of the carpenters and joiners strike, which was effected on May 31st, the men received an increase in wages from 27½ cents per hour to 33 cents per hour as minimum rate. There was a general resumption of the busy building operations that have prevailed for the past three seasons. As yet there is a great dearth of houses to rent within the means of the mechanic. The City Council has decided on extensive permanent road pavements and sewer construction. Merchants and business men reported a good month's trade, with an increase in

volume over the corresponding month of last year. The usual Wednesday half-holiday for clerks during June, July and August will prevail this year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Notwithstanding the late spring season there is every indication of a large fruit crop. The warm weather of the latter part of June has brought on the crops, so that they are not nearly so backward as at the beginning of the month. Cherries may not be a heavy crop in some localities, but in others they will do well. Grapes are looking well. Peaches have wintered in good condition; frosts did not affect the buds to any extent. This may be an off year for pears. Tomatoes will do well. Hay will be a heavy yield.

Manufacturing.—All branches were busy, and report trade conditions very encouraging. The usual Saturday half-holiday for factory employees from May to September is in force this year.

Railway construction and employment.—The St. C. N. and T. R. R. was still busy relaying tracks, road beds, between this city and Port Dalhousie, and on the construction of a new line from Font Hill to Welland.

Other industries.—The canneries are resuming operations.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were all busy, with good prospects.

Metal, engineering and shipbuilding.—All branches were active.

Woodworking and furnishing.—All were active.

Printing.—The allied trades were busy.

Clothing.—Journeymen tailors and boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, ice cutters and drivers, cigar makers and tobacco workers were active.

Leather.—Tanners, curriers and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees, and laundry workers were active.

Transport.—All branches were active or busy. The lock tenders on the Welland Canal have had the busiest season in many years. May was a record month for the number of vessels locked through, and to the end of June there were more locked through than last year up to the end of August. Many of the vessels had to be lightened of a part of their cargoes at Port Colborne in order to pass through the Canal.

DISTRICT NOTES.

Port Dalhousie, Merritton and Thorold.—The favourable labour conditions of last month still prevail, labour being generally well employed, with business good.

Grantham Township.—The ratepayers have voted $20,000 for roads this year.

Port Colborne.—Work on the new elevator being built by the Dominion Government is being pushed forward as rapidly as possible. It will have several new drives and will be the first constructed on the truss beam triangle principle. When built, the elevator will considerably facilitate the lightening of the heavy cargo vessels which pass through the Welland Canal.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was very busy during June in almost every branch, skilled and unskilled, The painters' strike has been satisfactorily settled. The teamsters who went out on strike recently have returned to work on the promise of the employing company to investigate their demand for an increase in wages. There has been a general movement in favour of a half-day holiday on Wednesday afternoons during the hot weather, and grocers, butchers, dentists, jewellers, bicycle stores, photographers, shoe stores and many others will close, giving hundreds of retail clerks a half-holiday once a

week. Wholesale and retail trade has been very active. The iron, tobacco and clothing trades have made very heavy shipments. Thus far the year has been one of the busiest in the City's history so far as building operations are concerned. The International Harvester Company has decided to make a large addition to its Hamilton establishment in the form of a separate plant. It is the intention of the Company to manufacture gasoline and gas engines for its Canadian trade in the new establishment.

CONDITION OF LOCAL INDUSTRIES.

Railroad construction and employment.—There was considerable railroad construction work going on in connection with the building of various electric railways. The Street Railway Company is laying new tracks and employing over 100 men. The Hamilton and Brantford Electric Railway Company has over 200 men working outside of the city, grading and filling in.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were exceptionally busy, every branch being taxed to its utmost capacity. The plumbers were at work again, having received an increase in wages, as are also the painters. Bricklayers and labourers were all busy.

Metal, engineering and shipbuilding.—Iron moulders, machine and stove plate, coremakers, steam engineers, metal polishers, platers and buffers and blacksmiths were actively employed. Stove mounters, tinsmiths, electric workers, etc., were busy. Horseshoers and jewellers were only fairly well employed.

Woodworking and furnishing.—Woodworkers and pattern makers were active, and carriage and wagon makers had fair employment.

Printing.—The allied trades were very busy.

Clothing.—Journeymen tailors and hatters were rather slack, but garment workers were busily employed, with boot and shoe workers active.

Food and tobacco preparation.—Bakers were busy; cigar makers and tobacco workers active.

Leather.—This class had fair employment.

Miscellaneous.—All were busy.

Transport.—Employees of steam and electric railways were active, with steamboatmen, firemen, ship labourers, longshoremen, etc., busy. Cabmen, carters, teamsters and expressmen were busy.

Unskilled.—This class was busy.

DISTRICT NOTES.

Dundas.—Labour in all branches was well employed. There was a scarcity of workingmen's houses.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during June, which compared favourably with May and the corresponding month of last year. The iron trades were very busy, and several factories required more men. There was also a steady demand for female operatives. A number of foreign labourers arrived, and many secured work at once. Activity in the building trades was increasing as the season advanced, the number of building permits issued exceeding that of former years at a corresponding date. There was an unprecedented demand for houses, and rents have been advanced considerably. At the last session of the City Council a committee was appointed to be known as "The Co-partnership House Building Committee," to collect the fullest information as to methods by which suitable houses may be built for the housing of workmen. About 175 carpenters and 60 tailors will be allowed the Saturday half-holiday during June, July and August. About 30 bakers will also have a half-holiday on Wednesday afternoon, and about 40 printers and pressmen a Saturday half-day holiday during the same months. Merchants reported a good month.

The stove mounters are still out on

trike, though a number of their places ave been filled, and nearly all that went ut have secured employment elsewhere. Towards the close of the month about ne-half of the carpenters who went on trike were working under the new rate, iz., a minimum of 30 cents an hour, an ncrease of 7½ cents an hour. Thirty-ve had left the city, and about 10 were till affected by the strike in the City. The larger contractors have not yet signed he schedule, and are advertising for men, ffering from 25 to 30 cents an hour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy. There was in some sections a slight demand for additional men. Crop prospects were good, though the hay crop is expected to be light.

Manufacturing.—This industry in all its branches was active, with excellent prospects for the future. The Goold, Shapley and Muir Company is erecting a large addition to its present factory, which will nearly double its floor space. The Slingsby Manufacturing Company has started an $8,000 addition to its plant.

Railroad construction anh employment.—The extensive operations now in progress on the Grand Trunk railway in the way of raising tracks and double tracking will be completed in about two months.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, painters and decorators were very busy, with lathers, plasterers, plumbers, steam and and gas-fitters busy.

Metal.—Iron moulders, core-makers, machinists, engineers, electrical workers, tinemen, metal polishers, buffers and platers were very busy. Stove mounters were still on strike, but the men that took their places were busy. Machinists, carriage and general blacksmiths, boilermakers, sheet metal workers and horseshoers were very busy.

Woodworking and furnishing.—Woodworkers generally were fairly well employed, especially towards the close of the month. Carriage and wagon makers millwrights and coopers were busy.

Printing.—Printers and pressmen were busy.

Clothing.—Journeymen tailors were very busy.

Food and tobacco preparation.—Bakers and butchers, particularly the former, were very busy. Cigarmakers and tobacco workers in some shops were busy.

Leather.—Saddlers and leather workers were busy.

Miscellaneous.—Barbers, clerks and delivery employees were busy. Hotel, restaurant and laundry employees were very busy.

Transport.—Railroad trackmen were busy and freight handlers very busy. Street railway employees were steadily employed. Teamsters and draymen were very busy. Cabmen had an average month.

Unskilled.—This class in the latter part of the month was somewhat in demand.

DISTRICT NOTES.

Paris.—Labour was well employed, the mills and factories running steadily. The station of the Grand Trunk railway Company was opened June 15.

Blue Lake.—There was a demand for a few competent labourers.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During June the labour market showed little change from the preceding month. Outdoor workers had a busy month, and factory workers had practically no lost time. There has been, however, no noticeable scarcity of labour. Work on the new factories and extensions has been rushed ahead. Work on the addition to the Axle and Spring Company's works was commenced. Retail clerks have been granted a half-holiday during July and August. A proposition to change

the Clerks' Association into a trade union was decided against by the Association officers. Retail trade was good. About 35,000 excursionists visited the Ontario Agricultural College. The strike of iron moulders, which commenced in May, was settled by an increase being granted to them. Owing to the increased cost of flour, the weight of a small loaf of bread, of the fancy varieties, will be lessened to 1¼ pounds by some bakers and sold at the present price, viz., 5 cents a loaf.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Manufacturers generally had a busy month, but the labour supply was fully equal to the demand.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades had a busy month, and additional contracts were let for the construction and alteration of many structures. There was a noticeable scarcity of brick, caused mainly through lack of means of transportation.

Metal, engineering and shipbuilding.—Iron moulders were busy. One shop, which has been affected by the striking of 18 of its moulders on May 23, settled the trouble on June 17 by granting the men 5 per cent. increase on almost all lines. Machinists and helpers had a busy month, as did tube mill workers.

Woodworking and furnishing.—Piano and organ workers had an active month. Upholsterers, carriage workers and wood workers were also active.

Printing.—Printers had a busy month.

Clothing.—Journeymen tailors and garment workers (female) were busy. There was a slight demand for help in the case of the latter trade.

Food and tobacco preparation.—Bakers, confectioners and cigar makers were busy.

Miscellaneous.—Barbers, clerks, delivery employes, street car men and hotel employees had a very busy month, owing largely to the number of excursionists visiting the Ontario Agricultural College.

Unskilled.—This class was in good demand, with the supply about equal.

WOODSTOCK, ONT., AND DISTRICT

Mr. R. F. Parkinson, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Marked activity characterized practically every branch of industry during June. Regular employment was provided for all classes of skilled labor, the demand being fully equal to and in some cases in excess of the supply. During the past few weeks a considerable number of skilled mechanics from England have arrived, among them many musical instrument workers, and all have been readily engaged at local factories. Outside operations have been in progress since the beginning of the month, thereby providing ample employment for unskilled labor. Building was especially active and a lengthy and busy season is assured for all engaged in these trades.

The month of June on the whole was more active than the preceding month or the corresponding month of last year. During May manufacturers were awaiting with more or less anxiety definite information concerning the backward season in the Canadian West. Recent reports, however, have been such as to restore full confidence, with the result that Western trade, as far as local manufacturers are concerned, will be in excess of formers years. Orders already received and in view guarantee pretty general activity for the summer season.

The transportation returns for the month furnish evidence of very material expansion in trade in the furniture, implement and music trades. Shipments were heavy in all these lines. Bank clearings indicated satisfactory conditions.

Wholesale and retail dealers reported a fairly busy month.

Arrangements have been completed whereby the grocers, hardware, meat dealers, barbers, boot and shoe dealers will observe early closing during July

nd August, closing their places of usiness at one o'clock every Wednesday.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was a keen demand for farm labour. Seeding and anting operations were completed early the month and the haying season will ommence early in July. The hay crop ay be somewhat below the average, ving to the backward weather in May. ecent rains have improved the prospects. pring crops are progressing very favourbly.

Manufacturing.—Factories were engaed full time and the outlook is for simir conditions the coming month, the rospects of another successful harvest rving to encourage manufacturers in e work of expansion.

Railway Construction.—Work is proressing on the new steam railway from mbro to St. Marys. The sale is annound of the Woodstock and Ingersoll lectric Railway to the Grand Valley o. The Grand Trunk Railway Co., are egotiating with the city for the erection a new passenger depot here.

CONDITION OF PARTICULAR TRADES.

Building:—Operations were commened early in the month and as a result ricklayers and masons had all the work ey could handle. Carpenters were ell employed, and from now on painrs, plumbers and lathers will be busier completing work on buildings. Buildrs laborers were employed. The preent will prove one of Woodstock's best ears in the building trade.

Metal.—Conditions among iron workrs and moulders were generally satisctory. Extreme heat interfered somehat with the moulding trade towards e end of the month. Machinists were usy, while electrical workers were more tive as the month advanced. Bicycle orkers and jewellers had a good month.

Woodworking.—The usual activity prevailed among piano and organ makers. pholsterers and furniture makers had e of the busiest months of the year. arriage and wagon makers were employd full time.

Printing.—All branches were busy, the demand being in excess of the supply for compositors and pressmen.

Clothing:—Tailors and garment workers were not as active as during the preceding month. Boot and shoe workers were also less active.

Food and tobacco preparation.—Bakers, confectioners and butchers felt the usual activity shown in the hot weather season. Ice cutters were also active and cigar makers had regular employment.

Leather.—Tanners were in demand. Trunk and bag makers were unusually busy.

Miscellaneous.—Clerks and delivery employees were well employed. Hotel and restaurant employees were busy.

Transport.—Heavy shipments provided plenty of employment for all branches of the transport trade. Railway employees were also busily engaged.

Unskilled.—Outside operations were brisk, and the demand for labourers was fully equal to the supply.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was greater activity in the labour market in June than during the previous month, especially in the building trades. A large number of buildings are fairly well advanced. The Stratford Improvement Company is erecting 20 new houses, averaging in price about $775 each. Contractors and engineers were in the city preparing estimates for the concrete foundations of the Grand Trunk Railway's new locomotive shops; it is reported that not less than 2,500 barrels of cement will be used for this work. Wholesale and retail trade was active. No change in the rate of wages or hours of labour took place, but by an agreement made in September, 1905, the printers of Stratford have been working an eight and a half hour day since the first of January, 1906. By the terms of the same agreement, an eight

hour day will come into force on July 1, 1907.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy. There is not much change to note in prices. Potatoes, which are becoming scarce, sell at $1.25 to $1.75 per bag; eggs at 17c per dozen; butter at 20c to 22c a lb.; green stuff, 5c a bunch; tomato and cabbage plants, from 15c to 20c per doz.

Manufacturing.—Establishments have had a very busy month, especially door and sash factories. Clothing factories had an active month.

Railroad construction.—The section men were busy keeping the road bed in order and building sidings.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers and plasterers were busy. Painters, paperhangers, plumbers and gas fitters were active, while stonecutters and labourers had a very good month.

Metal.—Iron moulders, workers and helpers had a busy month. Boilermakers, blacksmiths and horseshoers were active. Jewellers were doing a good trade.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were active. Carriage and wagon makers and coopers were busy.

Printing.—These trades were fairly well employed.

Clothing.—Journeymen tailors and garment workers were active.

Food and tobacco preparation.—Bakers and confectioners were busy. The price of meat has advanced; roast pork and pork chops, from 15c to 17c per lb.; beef steak (round) from 12½c to 15c per lb.; beef steak (sirloin) from 15c to 17c per lb.; roast beef, from 10c to 15c per lb., and boiling beef, from 7c. to 8c. per lb. Cigar makers had a very good month.

Leather.—Tanners and harness makers were active.

Miscellaneous.—Barbers, clerks, delivery employees and hotel and laundry workers were busy.

Transport.—All lines were active.

Unskilled labour.—This class was well employed.

DISTRICT NOTES.

Clinton.—At a meeting of the Board of Trade, it was decided that an effort should be made to have the Thrasher Co., by-law passed, whereby the town is asked to guarantee bonds to the amount of $20,000. The by-law subsequently passed.

St. Marys.—Building operations were brisk, many new residences being in course of erection. Oil has been struck on the Nagle farm by the West Nissouri Oil and Gas Co. A small flow of gas was also struck. The flow is much greater than in the first well, which was abandoned by the drillers. The Company is having the well cased to ascertain the flow.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was more active than in May, and there was a demand for unskilled labour and female help. It may be said that every factory in this city employing girls could find work for a considerable number more than they have. The number of sewers and cement sidewalks under construction are employing all available unskilled labour. The Cook-Fitzgerald Shoe Company has purchased the building now occupied by the Labatt Brass Co., and will fit it up for a shoe factory, employing many more hands than at present. The Labatt Company will build a new factory. The earnings of the London and Port Stanley Railway owned by the City and leased to the Pere Marquette Railway were $143,736.06 last year, an increase of $12,680.82 over the previous year. The City received 10 per cent. of the receipts above $80,000. The first annual report of the Byron Telephone Co-operative Association, a company formed among the farmers in

the vicinity of London, shows thirty-five miles of line, 850 poles, about five tons of wire, and sixty phones installed. It was decided to make further extensions immediately. The grocers throughout the City, as in former years, are closing Wednesday afternoons during June, July and August. Nine checkers at the Grand Trunk Freight sheds quit work on Wednesday, June 19th. They state that they were promised a 10 per cent. increase in wages last May, and when they only received an increase of $2.50 in this month's pay, they refused to work any longer. Their places were immediately filled by promotions from the truckers.

The majority of butcher shops in London have increased the price of meat three cents a pound all round. They are now charging 18 cents for the usual 15 cent cuts of steak; 14 cents for round steak, which formerly cost 12½ cents.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers in this district are greatly inconvenienced by scarcity of farm help. The prime cause of the trouble is the movement of young men, including farmers' sons, to the North-west. It is expected that the farmers' wives and daughters will have to help in the fields during the harvest.

CONDITION OF PARTICULAR TRADES.

Building.—Great activity prevailed in all branches. Bricklayers had plenty of men to meet all requirements, but carpenters were shorthanded. Lathers and plasterers were extra busy. Painters and plumbers were very busy, with enough hands. Stonecutters were rushed. Builders' labourers were in demand, and some experienced men could get work here. Brickmakers have turned out their first brick.

Metal, engineering and shipbuilding.—Iron moulders reported trade good. Machinists have more work on hand than they can handle properly. Electrical workers reported trade brisk. Metal polishers were very busy.

Woodworking and furnishing.—Carriage and wagon workers were very busy, with hands scarce. Car builders had a great amount of work ahead. Coopers were busy.

Printing and allied.—Printers were busy and there were no idle men here. Pressmen were in demand. Bookbinders were rushed. Paper box makers were exceptionally busy, with orders away ahead.

Clothing. — Journeymen tailors reported the spring rush over. Garment workers were very busy, and boot and shoe workers were extra busy.

Food and tobacco preparation.—Wholesale confectionery and biscuit factories were busy for this time of year. Cigar makers reported all hands employed.

Leather.—Tannery workers reported an increasing trade, and more hands were being employed. Leather workers on saddlery were rushed with orders.

Transport.—A great amount of freight is moving and train crews reported a heavy month. Teamsters were extra busy, and were working early and late.

Unskilled labour.—This class was in demand, the large amount of civic work now under way requiring a large number of men.

ST. THOMAS, ONT., AND DISTRICT.

J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour were well employed during June and the outlook for the balance of the season was very favourable. The building trades were very active with good skilled labour in demand, though there have been no large contracts let this season. There was great demand for houses and rents were high. There have been many changes in property titles since the beginning of the year.

A by-law will be submitted to the rate-payers of this city on July 1st; asking their endorsation of a bonus of $50,000 for the establishment of car works. In addition, the company which proposes establishing the works, asks for a fixed rate of taxation of $2,000 and

exemption from general taxation for all sums of over and above $2,000 for the term of ten years, with other minor considerations. It is the intention of the company to purchase sufficient land within the limits of the City for the erection of a plant at a cost of not less than $50,000 and to install machinery at a cost of not less than $70,000. The said works to employ a daily average of not less than 150 men for the term of 15 years from the commencement of operation and to have the works in actual operation by the 1st day of January, A. D. 1908, or within such extension of time as may be granted by the City Council. It is proposed to issue debentures to cover the amount of bonus.

Business men report the month a good average. The Gents' Furnishing stores will close at 7 o'clock p. m. during the month of July and August. At a recent meeting of a Committee of the Locomotive Engineers and Firemen employed by the Michigan Central Railway, and the Officials of that road at Detroit, it was announced that commencing July 1st a new schedule of wages would go into effect on the Canada Division. The result of the schedule will mean an increase of wages for the engineers from $7.50 to $15.00 per month. The increase to firemen is in like proportion.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with the hay crop. At the commencement of the season, it was thought that the cold weather would have a disastrous effect upon crops. However, the continued fine weather of the past few weeks has revived the crops, and reports from the districts are not unfavourable. It is said that the supply of fruit will be good.

Manufacturing.—The favourable conditions prevailing among local industries continued unchanged. All hands were well employed. In some instances, particularly in the Canadian Iron Foundry, men were obliged to work overtime in order to supply the demand.

Transport.—Railway crews on freight trains had a fairly good month.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masoi found conditions better than last mont There seemed to be plenty of work f all. Carpenters and joiners, laboure and plasterers were well employe Painters were busy. Plumbers found difficult to supply the demands mad upon them.

Metal. — Iron molders, machinist blacksmiths had a busy month.

Woodworking.—Upholstering has slac ened off somewhat, although the u holsterers in the City were kept fair well employed. Woodworkers had fair month.

Printing.—Printers and pressmen ha a busy month.

Clothing.—Tailors had a fair month.

Fruit and tobacco preparation.—Baker confectioners, cigar makers and tobac workers were well employed.

Unskilled labour.—This class was we employed. There need be no idle me who are really desirous of finding work.

CHATHAM, ONT., AND DISTRIC

Mr. Alex. Gregory, correspondent, r ported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of June has been an excee ingly busy one for all branches of trad especially building, and the season a though late in starting will, no doubt, l fully up to that of 1906. The indicatio are that the number of building permi will exceed that of last year and w include some of the finest buildin that have been erected in many yea On the 5th of June the by-law loan the Wolverine Brass Works Grand Rapids $20 000 was carried, a work on the building will be commenc as soon as the company selects the si The Chatham Auto Company has so f had a very successful year and has turn out eight cars. The Kent Canning Co pany will commence operations on Ju 2nd on strawberries. From present indic tions the crop will be good, and it is e

pected that work will be given to a large number of women and girls for two or three weeks.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy with corn and sugar beets though unable to secure labourers in the sugar beet fields. The Mount Clemas Company is advertising for fifty men and boys to work in the fields. Wages are $1.00 to $2.00 per day. Many English immigrants are arriving, but they are principally for the large cities.

Railroad construction and employment.—The C. W. & L. E. Electric R. R. Co. has a large number of men and teams engaged grading the roadbed south of the G.T.R., and expects to have the line completed to the lake by the 1st of September.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and stonemasons, have been very busy. Carpenters and joiners have been very busy, and there is a good demand for good mechanics. Plumbers were busy owing largely to the order of the water commissioners that all users on the lawn use meters. Painters and paper hangers had an exceedingly good month.

Metal, engineering and shipbuilding.—Moulders and Electrical workers were only fairly well employed. Steam engineers had steady employment. There was a large number of blacksmiths employed in the different machine shops.

Woodworking and furnishing. Carriage and wagon makers were very busy, and reported prospects good.

Printing and allied.—Printers were reported very busy, with good men scarce. Pressmen had steady employment. Bookbinders reported a fair month.

Clothing.—Journeymen tailors and garment workers reported June one of the best months.

Food and Tobacco preparation.—Bakers had steady employment at good wages, and butchers were busy.

Leather.—Harness makers were fairly busy.

Transport.—Steamboatmen were all busy. Carters and draymen were steadily employed on corporation work.

Unskilled. — There was not enough unskilled labour to supply the demand, owing to Electric Railway construction, street paving and corporation work.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All branches of industry remained active during June, with every factory in the City running full time, and a few working overtime. All classes of labour found steady employment, and skilled workmen were in demand. The S. W. and A. Street Railway Company is building a power house to provide the power required by the operation of the Windsor and Tecumseh line. Wholesale and retail merchants reported trade very good. There was no unrest in the labour market.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were fairly well employed, with bright prospects for the future.

Metal, engineering and shipbuilding.—The iron industry was very active, with skilled workmen and labourers in demand.

Woodworking.—Planing mills were very busy, and upholsterers and carriage makers fully employed.

Printing.—Printers and pressmen were steadily employed throughout the month.

Clothing.—Journeymen tailors had a busy month, as had garment workers, some of the latter being in demand.

Food and tobacco preparation.—Bakers, butchers and ice handlers had a busy month. Cigar makers and tobacco workers were fully employed.

Miscellaneous. — Barbers reported a busy month. Clerks, stenographers and delivery employees were all fully employed and there was demand for help in hotels and laundries.

Transport.—Railway and steamboat employees were very busy, and teamsters and expressmen fully employed.

Unskilled.—This class was well employed.

DISTRICT NOTES.

Walkerville.—The Ontario Structural Steel Company will erect a plant in Walkerville and employ over 500 workmen. The Company has applied for a charter.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General conditions were much the same as in May, factories working full time with orders well ahead. The supply of, and demand for, labour was well balanced. Commercial activity was normal, showing a slight improvement compared with May, though money continued very tight. There were no changes in rates of wages or hours of labour and no unrest in the labour market. A new company closely connected with the Lake Superior Corporation has been formed with a capital of $4,000,000 to construct a blast furnace, making three in all. This will enable the Algoma Steel Company to smelt all the iron required for its steel plant; at present it is compelled to purchase pig iron at outside points. One of the blast furnaces that had been closed down for some weeks for relining was blown in again. It is expected that the Sault Ste. Marie Pulp and Paper Company's mill, which was gutted by fire a couple of months ago, will be ready for operation by July 15. A number of improvements have been made and it is expected the output will be materially increased. A technical school is to be established in connection with the high school here; the Ontario government has granted $5,000 for this purpose. Considerable work is being done on pavements, sewers, etc. According to statistics recently published by the Census Bureau of the Dominion Government relative to the value of manufactured products in the leading cities and towns of Canada, only one town in Canada exceeds Sault Ste. Marie in value of production per head.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather conditions were very favourable.

Lumbering.—Forest fires did considerable damage during the month.

Mining.—A number of prospects are being worked. Several new mining companies have been formed, but it is hard to determined the value of the different properties until a smelter is started in this vicinity. The Lake Superior Corporation has stated that it will have its smelter ready by October 1.

CONDITION OF PARTICULAR TRADES.

In the skilled trades, normal conditions prevailed.

WINNIPEG, MAN., AND DISTRICT.

Mr. J. Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Excellent weather conditions caused a keen demand for labour during June. Some hesitation on the part of employers was evident during May largely as a result of the cold weather, which threw the crop season late. Growth was fully two weeks behind the average, and the fear of a crop failure had a depressing effect. In the beginning of June, however, excellent growing weather prevailed. This established confidence in the future and a more pressing demand for labour of all kinds was felt.

Over 150 workmen are being employed on the construction of the St. Andrews Rapids Locks, situated a few miles North of Winnipeg. In the lock pit, 100 feet have been excavated to the proper depth

and a large gang of men are putting in the concrete. Another gang is engaged taking out the last ledge of rock at the north-end pit. Nearly a thousand cords of stone have been placed on the east side of the river as a dam. In the main stream several sections of the coffer dam have been put down, but the work on the main dam will not be completed until next season.

Contracts have been let for the construction of the new shops for the Canadian Northern Railway Company, and the large additions to those of the Canadian Pacific Railway Company are being proceeded with as fast as material can be procured. Progress is being made on the construction of a tramway from Winnipeg river at Lac du Bonnet to Point du Bois where it is proposed by the City to install a hydro-electric power plant. The City Council has taken steps to procure the necessary material.

All trades were busy; and have felt the effects of the more hopeful feeling regarding the crop. Commercial conditions have improved, as a result of the freer movement of 1906 wheat. Already more wheat has passed inspection at the present time than for the whole of the crop season of the previous year. The money stringency has had a steadying effect upon trade; on the whole payments in the province have been fairly satisfactory. Retail trade has been exceptionally active, and the wholesalers all express themselves as well satisfied with the amount of business offering.

The labour market, especially in the building trades, remains unsettled. Bricklayers have demanded an advance of five cents per hour. At present their minimum rate is 55 cents. Employers do not object to pay the advance, providing the bricklayers will concede to the employers the privilege of selecting their foreman from either the ranks of union or non-union men, The bricklayers also desire a half-day holiday on Saturdays during the months of July and August or fifty hours per week during those two months, and fifty-four for the balance of the season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding being over and hay not ready to cut has given the farmers a chance to haul the wheat they had on hand. Receipts for the first three weeks of June were 4,533 carloads as compared with 1,341 for the same weeks of last year. Very nearly 83,000,000 bushels of wheat of the 1906 crop have been accounted for, and it is estimated that nearly 10,000,000 bushels still remain in the hands of the farmers. The rains of June 23 and 24 have been very beneficial.

Railroad construction and employment. Competent men are being employed as fast as they present themselves on railroad construction work. The weather has been favourable for this class of work.

CONDITION OF PARTICULAR TRADES.

Building.—Toward the middle of June a very marked activity set in on residences. There is a dearth of good dwellings and rents are high. Permits for those are being issued in large number every day. A fourteen storey business block is projected. It will be the largest building in the City, and the cost it is said will approximate $1,000,000. When the permit is taken out it will bring up the total number of permits issued approximately to the total of last year, at the corresponding period.

Metal, engineering and shipbuilding.—The iron trades were busy and orders continue to come in. Generally the supply of labour was sufficient, but many managers say they can always find room for a good man. A new brass foundry which started business in April last has now forty hands empoyed, and its superintendent says the firm is fully four weeks behind on orders. All the large foundries were busy on railroad work. The Canadian Pacific Railway Company's shops are employing two thousand men in its repair shops, and has great need of accommodation for more skilled workers. Smaller jobbing firms were finding business very satisfactory.

Woodworking and furnishing.—Carriage builders are steadily increasing the volume of their output and find the market for home product increasing. In all lines of woodwork there has been a like activity. The trade is not purely local, but extends over the whole of Western Canada.

Printing.—Early in June, many of the printing houses experienced a slackness of trade. Later in the month, however, a very considerable improvement took place. A large number of machine operators have left Winnipeg to accept positions in towns in Alberta, Saskatchewan, and British Columbia. This movement has caused a shortage in Winnipeg. Photo engravers were busy.

Food and tobacco preparation.—Biscuit factories, now employing nearly four hundred hands, reported trade active, and special activity was noticeable in the baking trade. This was due to the large floating population in Winnipeg, at the present period of the year. Cigar factories, although experiencing no difficulty in meeting all demands, found that they had to increase their output.

Leather.—There was a demand for certain classed of skilled labour.

Miscellaneous.—Laundry workers were in demand more particularly those with experience.

Transport.—Deliverymen familar with the City were in demand at good wages.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Favourable weather conditions during the latter half of May and the first two weeks of June made busines conditions very satisfactory. The building trades were busy, although bricklayers were somewhat inconvenienced for lack of material. A large number of permits have been issued, and the outlook for a busy season is very promising. The value of permits issued during April totalled $117,250. The total value of the permits issued for the corresponding month of last year was $121,750, a decrease for April, 1907, of $4,500, mainly attributable to the backwardness of the spring. Tenders are being asked for for the erection of the Brandon armoury building, which will be about 75x130 feet. The work of construction will be commenced this year and finished as early as possib e next year. Negotiations are under way for the building of a new court house and jail. Very little work has been done by the City on local improvement . It was decided to proceed with the construction of granolithic s dewalks and sewers, and to put cement pier for the new bridge to be erected over the river and the Canadian Pacific railway tracks. Work to the value of $60.000 was passed by the committee of the City Council. A heavy business has been done by the railway companies handling farming implements and machinery. Several cars containing plows, engines, separators, etc., arrived in this city from Stillwater, Minn. Wholesale and retail trade was good. There were no changes in rates of wages and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather conditions for the past few weeks have been favourable, there being both moisture and heat sufficient to produce vigorous growth. Though seeding was delayed, the conditions since the wheat was sown have been such that the outlook is even more encouraging than at this date a year ago. From all districts come reports that the grain crop is growing very apidly, and with continued favourable conditions, a bumper crop will be realized. The Manitoba Agricultural College has arranged for a special train for the purpose of giving demonstrations in butter making, milk testing, the operation of cream separating, etc., at different points throughout the Province. Lectures will be given on such subjects as will benefit the work of farmers and dairymen.

Lumbering.—Hanbury and Company, lumber dealers, of Brandon, have announced a cut in prices.

Manufacturing.—Flour mills and sash and door factories were doing a good business.

Railroad construction and employment.—The Canadian Northern Railway Company's track laying gang is making rapid progress on the Brandon and Regina line, and should reach the Manitoba boundry on July 15. It is likely that the Canadian Northern railway will have an all steel connection laid between Brandon and Regina before next winter. Construction work on the western section of the Grand Trunk Pacific railway was being pushed rapidly forward from Portage La Prairie and Saskatoon, large numbers of men being employed at both points Ties for the line are being purchased in Ontario, British Columbia and the timber country around Prince Albert. To date, 1,500 carloads of cedar ties have reached Port Arthur and Fort William. All availab e men are being given employment. The Canadian Pacific Railway Company is also doing conside able work in railway construction and improvements.

Other industries.—The construction of a gas plant has been commenced.

CONDITION OF PARTICULAR TRADES.

Building.—All were busy, with the exception of some bricklayers, who were quiet for lack of material.

Metal.—Iron moulders, iron workers and helpers, machinists and engineers, black miths, boilermakers and sheet metal workers were active, but jewellers were somewhat quiet.

Woodworking and furnishing.—Woodworkers, upholsterers and pattern makers were active.

Printing.—Trade with printers and pressmen was active.

Clothing. — Journeymen tailors, garment workers, boot and shoe workers were busily employed.

Food and tobacco preparat on.—Bakers, confectioners, butchers, meat cutters, cigar makers, tobacco workers and ice-handlers were active.

Leather.—Tanners, curriers and leather worke s were somewhat quiet.

Miscellaneous. — Barbers, clerks and stenographers, delivery and laundry employees were active.

Transport.—Employees in all branches were active.

Unskilled la' our.—The supply was equal to the demand.

DISTRICT NOTES.

Portage la Prairie.—Building has been very active. The estimated amount to be expended in the building of stores, hotels and residences, is $500,000. It is thought that there will be no difficulty in procuring the necessary labour or material. Common labourers are commanding 20c. an hour.

Yorkton.—Building material is very scarce and orders cannot be filled. A brick block is being built, and the Provincial Government is building a new land titles office.

Prince Albert.—About $1,300,000 will be spent in building this year. A public school, a business block, stores, residences, church, hotel and penitentiary are among the projected buildings. There is an abundance of lumber from local mills which employ about 2,000 workmen. Brick will be short until the middle of June, when the local yard expects to have its first supply ready.

MOOSEJAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was very busy during June, on civic improvements and railway construction. There was greater activity in all of the industries than in the previous month. Woodworking factories were working to their full capacity, and the wages paid were high. In transportation there was greater activity than at any previous time. The Canadian Pacific Railway Company inaugurated a fast passenger service between St. Paul and the East, and to the Western United States, by way of the "Soo" line. This traffic has increased the volume of business out of

Moosejaw and given increased employment to men in the railway service. There was little or no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Though the season was one of the latest on record, there is every indication of a good crop, growth being more forward than last year. Farm labourers' wages ranged from $25 to $40 per month with board, about the same as last year. Female farm help was very scarce and commanded a high rate of wages.

Railroad construction. — There was great activity in railway construction, and contractors had difficulty in securing men. Wages range from $1.75 to $2.25 per day.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were exceptionally active, with wages high. There were many large buildings under course of construction, the principal ones being a large addition to the Canadian Pacific Railway Company's roundhouse, several large residences, civic buildings, etc.

Metal, engineering, etc.—Machinists and engineers, blacksmiths, boilermakers, electrical workers and linemen were active. Horseshoers and jewellers were busy.

Woodworking and furnishing.—Woodworkers were active, upholsterers busy, varnishers and polishers well employed, and carriage and wagon makers, and car builders very busy.

Printing.—Printers were busy. The "Morning News" started the publication of two daily newspapers, giving additional employment in the trade.

Clothing.—Garment workers were busy, and boot and shoe workers very active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters found business good.

Leather.—Active conditions prevailed.

Miscellaneous.—Conditions were active and in some cases very busy. Hotel and restaurants were busy, owing to the heavy passenger traffic.

Transport.—[illegible]re exceptionally well employed. Salary increases since April 1 have affected this class. The increased traffic brought promotion to many in the service.

Unskilled.—This class was well employed, at wages ranging from $2.25 to $2.50 per day.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During June the labour market was not as active as was expected, although labour has been better employed than during May. There are a number of men in the building trades unemployed, owing partly to lack of material and partly on account of the large number of settlers arriving from Europe. Most of those classed as unskilled have found employment. At present the supply of labour is greater than the demand, but it is expected that next month there will be sufficient employment for all.

The transportation companies have had a busy month, both in regard to passenger and freight traffic. Bank clearings for the month of June show a very substantial increase over the corresponding month of last year. The wholesale trade for the month has been one of the heaviest in the history of the City. Retailers have also experienced a very satisfactory month's business. A new labour paper has been started.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural conditions are very promising throughout the country, with every indication of a large crop. There was plenty of rain during the spring and the warm weather of the present month has caused rapid growth of vegetables, grass and grain.

Manufacturing. — All establishments were running full time and had plenty of orders to keep them busy for the rest of the season.

Mining. — The North-western Improvement Company has this month opened up mine No. 3, which is situated two miles north of Roslyn. This mine has been abandoned for several years, coal being taken out of it from No. 2, working at a great disadvantage and expense. The arrival of the necessary machinery is being awaited. The Company expects to mine several thousand tons of coal before the supply is exhau ted. Development by the same Company is being pushed rapidly at No. 7 mine, which the Company expects to open in a couple of months. These two mines will greatly increase the supply now furnished by the Northwestern Improvement Company. Mess s. Patrick and McKay are now operating their mine, located above the Northwestern Improvement Company's mine No. 3, but lacking trackage facilities, will operate only on a small scale for for the present. The Roslyn Fuel Company is busily engaged with the development of its property, which is situated a short distance above the property of Patrick and McKay, and expects to have its mine in operation by the end of the year. A number of men employed digging a w ll in the southwestern portion of the City discovered coal at a depth of 40 or 50 feet. Two well-developed seams were discovered over 12 inches wide, while the other was 10 inches wide. A test was made of the coal and it burned well. It is a semi-bituminous coal. About a dozen sacks were taken out of the well. The great source of supply for domestic coal is the mines located in the Lethbridge district, which did not lose an hour during the recent trouble, and which are still raising thousands of tons daily. The new mines, such as the Diamond, Reliance, Taber and others were pushing development work energetically, and will add a huge tonnage to the daily output by next fall.

HOUSE FAMINE.

The house famine in Calgary has become very serious. Scores of citizens have been compelled to keep their families in the East because residences are not to be had here, although a large number of houses are being hui t all over th City. The population of Calgary has increased very rapidly during the last few years.

CONDITION OF PARTICULAR TRADES.

Bu lding.—Bricklayers and stonemasons were active, and carpenters, joiners, lathers and plasterers, painters and decorators, paperhangers, plumbers and gas fitters busy. Stonecutters found conditions of employment rather dull, but builders labourers were active.

Metal, engineering and shipbuilding.—Machinists and engineers, steam engineers, electrical workers and linemen were busy, also blacksmiths, boilermakers, sheet metal workers, bicycle workers, horseshoers and jewellers.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers and car builders were busy.

Printing.—Printers, pressmen, electrotypers and book-hinders were busy.

Clothing.—Journeymen tailors, garment workers boot and shoe workers were busy.

Leather.—Saddlers and leather workers were busily engaged.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and theatre employees were active, and laundry workers busy.

Transport.—Railway train crews, telegraphers, switchmen, trackmen and freight-handlers were busy. Cabmen, hackmen, teamsters and draymen were also busy.

Unskilled labour.—Active conditions prevailed.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinney, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

An increased number of mechanics and labourers found employment during June. More building was under way than in any previous month, but the demand for both skilled and unskilled labour was

about equal to the supply. The paving and improvement of the public streets is being rapidly carried on. On May 27, by-laws were approved by the ratepayers for the following: $26,000 for a new power-house; $120,000 for an extension of electric light and power system; $22,000 to purchase a scavenging equipment; $41,000 to cover cost of erecting and equipping two fire halls; $27,000 for local improvements; $10,000 for completion of new Isolation hospital, making a total expenditure of $246,000.

On June 3 a by-law was also passed granting to the International Heating and Lighting Company, Limited, a franchise for supplying artificial gas to the City. The Company will expend $300,000 and employ about 200 workmen in the installation of the plant. On the same date, a by-law was endorsed authorizing the expenditure of $50,000 for a new hospital. The Provincial Government is calling for tenders for the excavation and foundation of the new Parliament buildings. Wholesale and retail trade was good, and the labour market quiet.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Although seeding was from two to four weeks later this spring than for many years, the splendid weather has forced all crops along at a rapid rate, and at the present time the prospects for a large yield are excellent. Reports from all sections of the Canadian Pacific and Canadian Northern railways show that warm weather was prevailing and prospects for a good harvest very bright.

Lumbering.—The greatest disaster ever experienced by the lumbermen of this City occurred on the 15th instant ,when by a sudden rise and flood of the Saskatchewan river, about two-thirds of the entire winter cut of logs and several large rafts of lumber were swept away. The river rose some ten feet in a few hours and carried away logs that were piled on its banks. This with breaking away of the rafts caused the booms to break. The estimated loss of lumber is about six million feet. About 200 men will be thrown out of employment. The loss will have the effect of increasing the cost of building.

Railroad construction and employment. The work of laying the street car line is progressing rapidly, and a large number of men are being employed. The Bithulithic and Contracting Company has the contract, and about $10,000, so far, has been expended for labour. A hundred and fifty thousand dollar power-house will be erected in connection with the new street railway.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, on account of the shortage of brick, were not employed fully. Carpenters were busy, but a large number coming in here caused the supply to more than equal the demand. Lathers and plasterers were busy, also painters and paperhangers. Plumbers and steamfitters reported the supply exceeding the demand; the same conditions apply to builders' labourers. Building permits for the month amounted to in value $250,000.

Metal, engineering and shipbuilding.—Electrical workers and linemen were busy; this condition also applied to sheet metal workers, blacksmiths and horseshoers.

Printing.—Printers and pressmen were busy.

Clothing.—Busy conditions prevailed with journeymen tailors.

Food and tobacco preparation.—Bakers, confectioners and cigar makers were busy, the former reporting trade good.

Miscellaneous.—Busy conditions prevailed.

Unskilled labour.—This class was busily employed, but the supply was equal to the demand.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during June was active, the de-

mand being greater than the supply throughout the Kootenay district, and a considerable number of the mines working short-handed. The increased wages paid in the Boundary district and in Butte, Mont., attracted considerable numbers of mine workers, and the operators of the Rossland mines volunteered an increase in wages, effective July 1, 1907, as follows: Machine men, from $3.50 to 4.00 per day; muckers, from $3.00 to $3.25 per day, and blacksmiths' helpers, from $3.25 to $3.50 per day, while on May 1, 1907, muckers and blacksmiths' helpers, at the request of Miners' Union, were granted an increase of 25 cents per day. The "Krao" mine in Ainsworth camp has been unwatered, and development on the 200 foot level has disclosed eight feet of very rich ore, being a sulphic, laced and cemented together by coarse wire silver.

On Saturday, June 6, 1907, the retail stores of Nelson closed for the afternoon, this being the first weekly half-holiday granted to the clerks of the retail stores this season. The half-day holiday will be observed during June, July and August.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. P. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during June was active, with no change in the supply reported; although a much larger number of men are being employed in the city at present than at any time in its history. Many new industries have been added during the past year, and more are under way. A large number of labourers find active employment in building sewers etc. The new wooden pipe works company was busy. The City Council has given permission to two electric railways to enter the city. A large meeting of the citizens was held during the month, when resolutions were passed and forwarded to the Dominion Government requesting it to provide means for deepening the channel of the Fraser river from this city to its mouth. The steamer "Woodford" cleared from this port on the 19th inst., with a cargo of 2,272,123 feet of lumber. The new Dominion Government snag boat, for use on the Skeena and Stikeen rivers, is having its machinery installed and will be ready for use in a short time. The freight and passenger rates between this city and Chilliwack will be increased in the near future. A fire which occurred during the month destroyed the offices and store of the Brunnette Sawmill Company, entailing a loss of about $10,000. The Company has already commenced the rebuilding of its plant. The construction of an addition to the Central school in this city has been started; the want of sufficient school accommodation has greatly increased during the past year. The receipts of the local land registry for the month of May show an increase over the corresponding month of last year of 97.07 per cent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry was active. The hay crop this year is excellent, and cutting will soon be under way. A fairly good crop of strawberries is being harvested, and the demand is fully equal to the supply. The price realized is from $2.25 to $3.00 per crate of 24 boxes. or 2 boxes for 25c retail. Good farming land was in demand, and many sales were being made, especially to parties from Saskatchewan and Alberta.

Fishing.—The fishing industry was fairly active. Spring salmon were running in fairly good numbers, and a ready market was found for all the fishermen could produce. Many fishermen were preparing their gear for the sockeye fishing, which commences on the first of July. A larger number of licenses have been issued this year than at the corresponding date last year. The price for this season has not yet been decided upon. On Rivers Inlet the price this year will be 10 cents per fish; last year it was 8 cents.

Lumbering.—This industry was very active, the mills all working to their full capacity, and some working overtime in order to supply the demand. A num-

ber of logging camps have closed down owing to an over supply of logs; consequently the price of logs declined.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons, carpenters and joiners and builders' labourers were active; lathers and plasterers, painters, decorators and plumbers were busy.

Metal, engineering and shipbuilding.— All were actively employed. Blacksmiths were busy.

Woodworking and furnishing.—Woodworkers and shingle weavers were active, and car builders (electric) busy.

Printing.—Printers and pressmen were active.

Leather.—Active conditions prevailed.

Clothing.—Journeymen tailors and garment workers found employment active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were active.

Miscellaneous. — Barbers, clerks and stenographers and laundry employees were active.

Transport.—Street railway men, teamsters and expressmen were active, and steamboat men busy.

Unskilled labour.——Busy conditions prevailed.

DISTRICT NOTES.

Barkley Sound.—The Dominion Government has gangs of workingmen employed building a new fish hatchery. It is also building one at Clayoquet Sound.

VANCOUVER, B. C., AND DISTRICT.

Mr. George Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was exceptionally well employed during June. Bricklayers, however, reported a number of their craft out of work, through shortage of brick. The British American Oil Refiners' Company, Limited, has announced that it intends to erect an oil refinery at a cost of $225,000. Its capacity will be 1,000 barrels daily. The Company will commence operations within three month. A foundry and machine shop to manufacture logging engines and logging equipment will be opened shortly.

The local fruit growing agencies are paying attention to the market of the middle west, and have co-operated with the local Tourist Association in establishing fruit exhibits in Winnipeg, Brandon, Regina and Moosejaw at the approaching exhibitions. At the next convention of the fruit growers of the Province, the problem of conducting an organized propaganda will be considered.

British Columbia lumber exported will have a great market in New Zealand before long; already several mills have received large orders. Advices from there state that the Kauri timber, which has been competing to a certain extent with the timber from British Columbia, is now to some extent superseded by lumber from this Province.

Some seventy-five moulders went on strike on the 24th instant for a reduction of working hours from nine to eight, and an increase in wages from $3.75 for nine hours to $4.00 for eight. About twenty-five moulders at Victoria and New Westminster did likewise.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions of employment in these trades were active. Builders' labourers were well employed.

Metal, engineering and shipbuilding.—Active conditions of employment prevailed.

Woodworking and furnishing.—Woodworkers, wagon makers and shingle weavers were well employed.

Printing.—The printing offices reported trade good, and men all employed.

Clothing. — Journeymen tailors, garment workers, boot and shoe workers were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were busy. Butchers and meat cutters observe Wednesday as a half-holiday. Cigar makers reported trade fair.

Leather.—Tanners and curriers, as well as workers on horse goods, were active.

Miscellaneous.—Clerks, stenographers, delivery employees and laundry workers, likewise hotel and restaurant employees, were busy. The scale of wages of the Cooks', Waiters and Waitresses' Union, as adopted, and which prevails in Vancouver, is as follows:—

RESTAURANT WAITERS' SCALE.

Full shift of 10 hours per day	$ 12 00	per week
Straight shift of 12 hours per day	14 00	"
Eight hours per day	10 00	"
Six hours per day	8 00	"
Five hours per day	7.00	"
Three hours per day (holidays). 1 hour, 50 c.; 2 hours, 75c.; and more than 2 hours, 35 cents per hour.		
Three hours per day	5.00	"
Hotel Work—For men, with room,	$35.00	per month
Hotel Work—Without room	40.00	"

COFFEE HOUSES.

Full shift of 10 hours per day	$ 10.00	per week
Straight shift of 12 hours per day	12.00	"

General Banquets, $3.00 per night, Full Dress, $5.00 per night.

GIRLS' SCALE.

10 hours shall constitute a day's work, 7 days per week	$ 9.50
8 hours for 7 days per week	7.50
6 " " "	6.50
5 " " "	6.00
Less than 4 hours at 25c. per hour, and any overtime on above rates to be 25c. per hour	
Hotels, per month, with room	$25.00
" " without room	30.00
Extra day's work, for sister	1.75

FIRST-CLASS RESTAURANT COOKS' SCALE.

1st Cook (Chef)	$ 25.00	per week
2nd " or (Short Order Cook)	18.00	"
3rd " or (Broiler Cook)	15.00	"

SECOND-CLASS RESTAURANT.

Chef, $18.00 per week; Second $15.00 per week.

OYSTER HOUSES.

$18.00 per week for all Cooks.

HOTELS.

1st Class—Chef	$100.00	per month	and room
1st Class—2nd Cook	75.00	"	"
2nd Class—1st Cook	75.00	"	"
2nd Class—2nd Cook	50.00	"	"

EXTRA WORK.

Cooks, $1.00 per hour for holidays; ordinary days, 50c. per hour.
Waiters, holidays, $3.50 per day.
Waitress, holidays, $2.75 per day.

Transport. — Freight-handlers, steamboatmen, steamboat firemen, carters, draymen, teamsters and expressmen were fairly well employed. Street railway men and the employees of the Canadian Pacific railway were very active.

Unskilled.—Though there were a number of workmen out of employment, yet the volume of work done and the number employed exceeded that of last month.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During June the labour market has been well supplied, and no complaints have been heard of scarcity of labour. The termination of the strike of the boilermakers and iron shipbuilders and boilermakers' helpers at the works of the B. C. Marine Railway Company, the Victoria Machinery Depot and the Marine Works on the 3rd of the month, enabled these establishments to put large forces of men on the work that had been accumulated during the strike. Many boilermakers are now working at the yards, having come from Seattle, where a strike was on during the early part of the month. Twenty-five of the Hindoos who arrived in this city a few months ago are now working at the cement works on the Saanich Arm, and the manager of this institution states that they are giving satisfaction. The following figures show the number of immigrants recently arriving at the port of Victoria:—

FOR CANADA.

	Chinese.	Japanese.	
Mardh	36	359	35
April	192	396	44
May	387	971	84
	615	1726	183

FOR THE UNITED STATES.

March	9	3$5	
April	186	492	
Mao	316	695	
	505	1522	

Total for Canada	2,504
Total for United States	2,037
	4,531

The custom returns for the port of Victoria will show for June the greatest amount collected in Chinese head tax since the Chinese exclusion law was put in force. The amount up to June 24th was $28,500, which represents 57 Chinese entering the port for this city. During December, 1903, just prior to the enforcement of the Act, the amount collected was $123,705. During 1904 and 1905 no Chinese entered this port paying the head tax. During 1905 there was one in April, one in May, four in June, one in July, one in September, four in October and four in December. For the present year there were no entries in January; in February there were three, in March none in April 26, and in May none.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Strawberry culture has been active during the month, and good reports were received from the district regarding the crop.

Fishing.—Large catches of spring salmon have been made at the traps located on the shores of this Island. This class of salmon is put up in salted and smoked form for the German market. As soon as the run of sockeye salmon starts, which is expected very shortly, the canneries will be in full operation and will employ a large number of hands. It is expected that there will be a good run this season.

Sealing. — The Victoria sealing fleet in Behring Sea this season will number fifteen, most of which left during the early part of the month. Indian hunters are generally engaged.

Whaling.—Conditions are so encouraging that arrangements are being made for the establishment of further whaling stations on the coast. In connection with this industry, a barrel and glue factory are about to be established. These factories will give employment to about 100 men.

Lumbering.—At a meeting held in Vancouver on June 3rd of the B. C. Loggers' Association, it was decided to close down sixty-nine logging camps on this coast indefinitely. The shut down will take place on June 29th. It is claimed that this action is the result of the small demand, high wages, and increased cost of supplies. It will throw out of employment two thousand men receiving salaries aggregating $175,000 to $200,000 per month. The camps will start again whenever the market warrants it. The setback of the logging business on the coast will be offset to some extent by the Redcliffe Lumber Co., of Duluth, which has acquired extensive timber areas on the Island. and intend building a large mill on the Albernie Canal.

Mining.—The Dominion Government recently provided for the inspection of the iron ore deposits of Vancouver Island, so that the outside world may obtain an idea of the mineral wealth of this section of British Columbia. The Tyee Copper Company's mines at Mount Sicker are making a good showing, as also is the Richard III mine of the same locality. Great activity was also reported from Quatrins, at the north end of the Island. From the Queen Charlotte Islands also came favourable news of mining activity, a very large copper find having recently been made.

CONDITION OF PARTICULAR TRADES.

Building. — Business continued extremely active, particularly in the construction of residences, which are in great demand at the present time. All tradesmen found steady employment at high wages. A large apartment house is about to be constructed. The Merchants' Bank and Brackman and Kerr buildings are now underway, and the completion of the new C. P. R. hotel is being rushed so that this building may be opened in August.

Metal, engineering and shipbuilding.—Moulders were well employed. Machinists and engineers were also kept busy. There were no idle steam engineers in the city, and electrical workers and linemen have their hands full to keep up with the building going on. Boilermakers, iron shipbuilders and helpers were all working. The B. C. Marine Railway Company have many large orders on hand now, which ought to keep a large force at work for some time. At present they have the contract for repairing the steamer "Northwestern," which will cost

about $40,000; the new hydrographic steamer for the Dominion government and two new steel steamers for the New England Fish Company. The Victoria Machinery Depot is building a new steel tug. With labour conditions undisturbed in this line, these establishments should keep a large number of men employed constantly. Shipwrights and caulkers will find employment for some time at the yard of Wm. Turpel on two new hopper barges about to be constructed for the Dominion Government, at a cost of about $35,000.

Woodworking and furnishing.—Work in the local furniture factories has been exceptionally brisk, necessitating the bringing of cabinet makers and upholsterers from Eastern Canada. Pattern makers and coopers have also found plenty of work. Shingle weavers were well employed, owing to the building activity.

Printing and allied.—The printing business in the city is better than for many years past, and operators and job printers have been in demand. The amount of business done at the Government printing office here has increased to such an extent that another press will be installed. The stereotypers have formed a new union here, Bookbinders have all been kept busy, as have photo engrayers.

Clothing. — Journeymen tailors still found work plentiful, with prospects favourable.

Food and tobacco.—Bakers, butchers and meat cutters were actively employed. Cigar makers, to the number of fifty, found plenty of work, making good wages on piece scales.

Miscellaneous.—The price of haircutting has been raised to 35c., and barbers have been constantly employed. Clerks, stenographers and delivery employees were all busy. Hotel and restaurant help found trade extremely brisk, with a bright outlook. Theatre employees were very busy.

Transport.—All were very busy, and this condition is likely to continue for some time.

Unskilled labour.—The extension of the Gas Company's plans, for the laying of five miles of pipes in the city, as well as the amount of street improvement going on, will keep unskilled labour engaged for many months to come.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent. reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been no change in the labour market from last month, the demand being greatly in excess of the supply in most of the industries, more especially in the coal and lumber trades, which are the principal ones in this part of the Island. Farmers are also looking for help for the harvest. There was unprecedented activity in the coal trade. Wholesale and retail merchants reported business very good. There have been no changes in hours for labour or rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Haying has commenced among the farmers.

Fishing.—There was little activity among fishermen. Those interested in the whale fishing station on the west coast of the Island are preparing another station in the Gulf of Georgia, near Nanaimo, for continuing their operations during the winter in sheltered water, it being stormy during part of the winter on the west coast. They also propose building a barrel factory, as at present they have to procure their barrels in the east.

Lumbering.—The sawmills were working steadily. The local sawmill has not lost as much time as was expected. The new machinery is being installed rapidly. The present output is about 70,000 feet per day. The Company expects to largely increase this in the near future. The lumber camps were working steadily up to the third week of the month, and the local Company expects to continue work.

Building.—Bricklayers and masons reported not much work on hand. Car-

penters and joiners were more active than during the past month, though there are not many new buildings going up. Plumbers were active. There was not much demand for builders' labourers.

Metal.—Blacksmiths and carriage makers reported work active.

Printing.—Printers had a very good month.

Transport.—Teamsters and expressmen had all the work they could handle.

Unskilled labour has been in demand all month, especially in the coal trade and among farmers.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF JUNE.

TWO applications for the appointment of Boards of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, were received during the month of June, being respectively as follows:—

New Applications.

On behalf of the W. A. Marsh Company Ltd., boot and shoe manufacturers, Quebec, with reference to a dispute with certain of its employees.

On behalf of the Grand Trunk Railway Company, Canada, with reference to a dispute with the locomotive engineers employed upon its system. No proceedings had taken place in connection with either of these applications prior to the close of the month of June.

Boards Previously Appointed.

Eight applications for Boards had been received prior to the beginning of June, of which there remained not finally disposed of at the end of the month of May the following, viz, the application on behalf of the employees of Cumberland Railway & Coal Company, Limited, of Springhill, N.S., from Pioneer Lodge, No. 1, Provincial Workmen's Association; the application on behalf of the Longshoremen of Montreal, from Local Union 373 of the International Longshoremen Marine and Transport Workers' Association; the application on behalf of the coal miners employees of the Alberta Railway & Irrigation Company of Lethbridge, Alta., from District Union No. 18, United Mine Workers of America; and the application on behalf of steamship agents and companies doing business at Halifax, N.S. In the case of the application from the Lethbridge miners, although the proceedings in connection therewith had not actually closed at the end of May, the conclusion followed so quickly on the close of the month that a full report of the settlement affected was printed in the June issue of the Labour Gazette; the text of the agreement reached is published in the present issue of the Gazette.(*) The settlement reached in the case of the Halifax Longshoremen, though not effected until early in June was also briefly indicated in the *Labour Gazette* for June. A fuller report, however, appears in the present issue.

In the case of the application from the longshoremen of Montreal, the Board of Conciliation and Investigation appointed under the Act proceeded to an investigation and made its report to the Minister of Labour during the month.

A summary of such proceedings as occurred during the month of June in connection with the various applications is contained in the following articles:—

* See "Recent Industrial Agreements."

I.—REFERENCE OF DISPUTE BETWEEN LONGSHOREMEN AND STEAMSHIP COMPANIES AT HALIFAX, N.S.

AS intimated above, the result of the settlement of the dispute between the longshoremen and steamship companies at Halifax, N.S., was briefly indicated in the *Labour Gazette* of June. A fuller account of the settlement and of the efforts of the Department in procuring the same is contained in the report to the Deputy

Minister of Mr. Victor DuBreuil, the official of the Department who was instrumental in effecting the settlement. In consequence of press reports appearing on May 23, stating that the longshoremen of Halifax threatened to strike on account of a dispute with the steamship companies with regard to wages, Mr DuBreuil had been despatched by the Minister to Halifax with instructions to confer at once with the leaders of the men and to explain to them the scope and object of the legislation recently enacted and its bearing on the dispute in question. Mr. DuBreuil's report is as follows:—

REPORT TO THE DEPUTY MINISTER OF LABOUR ON THE DISPUTE BETWEEN THE LONGSHOREMEN AND STEAMSHIP COMPANIES AT HALIFAX.

OTTAWA, June 8, 1907.

W. L. MACKENZIE KING, Esq.,
Deputy Minister of Labour.

Sir:

I have the honour to submit, herewith, a report of the proceedings connected with the settlement of the above mentioned dispute. In compliance with your instructions of May 23, I left Ottawa on Friday, May 24, at 8-30 a. m., arriving at Halifax on the evening of May 25. I communicated at once with Mr. James Martin, the representative of the longshoremen at Halifax and explained to him the desire of the Department of Labour that the difficulty alleged in the press to be in existence between the steamship companies and the longshoremen should be referred under the Industrial Disputes Investigation Act, 1907, to a Board of Conciliation and Investigation so that the risk of disturbance of the industry affected might be avoided so far as was possible. Mr. Martin informed me that a mass meeting of the longshoremen was called for 2:30 p. m. on Sunday, May 26, at which I would be given an opportunity to explain fully the nature of the Industrial Disputes Investigation Act, 1907, and would also be furnished with details relating to the grievances of the men and the precise nature of the demands they had made on the shipping companies. A mass meeting of the men was accordingly held on May 26, at which I spoke in explanation of the Industrial Disputes Investigation Act, 1907, showed the bearing of the Act on the dispute and urged that the men should apply to the Minister of Labour for a Board of Conciliation and Investigation to which the dispute might be referred. Several prominent labour leaders of the city also urged the men to take this course. The men asserted that they had known nothing until that moment as to the existence of any act under which the dispute could be referred, that matters had now gone too far to change the intended course of action, and after a long debate, the men resolved to cease work at midnight and appointed a committee to watch the interests of the men during the suspension of work, James Martin being elected President, and Michael Coolen, Secretary.

The nature of the grievances was stated to be as follows: On May 15 and May 17 respectively, written applications had been sent to the several shipping agents of Halifax, setting forth a demand on the part of the longshoremen for an increase of wages from the existing rate of 20 cents per hour for day work, and 25 cents per hour for night work, to 25 cents per hour for day work and 30 cents per hour for night work, together with double time for Sundays and for Labour Day and Christmas day, time to start from 6 o'clock on the preceding evening; an answer was requested by May 27, and it was intimated that in the event of no answer being received or of the demand not being complied with the men would consider the question of ceasing work. The scale of wages under which the men had been working was based on an agreement made in 1902, and signed by both parties to the present dispute. No answer to the applications had been received up to May 26.

On Monday, May 27, at a meeting of the steamship owners and agents, I was requested and consented to act as mediator during the dispute, and the following resolution having been passed, I was invited to submit the offer contained therein to the meeting of the men that evening.

HALIFAX, N. S., May 27, 1907.

At a meeting of the steamship owners and agents, at the office of Pickford and Black, held the 27th day of May, 1907, at which the following were present:—

Mr. James Morrow representing Allan Line.
J. E. deWolfe representing C. P. R. C.
W. H. Piers representing Furness Withy & Co.
Capt. Harrison representing Furness Withy & Co.
J. L. Chipman representing Plant Line.
G. S. Campbell representing Red Cross Line.
A. E. Jones representing Dominion Line.
W. A. Black representing Pickford & Black.
Geo. W. C. Hensley representing S. S. Co., Ltd.

The following resolution was unanimously passed:—

RESOLVED: That the Longshoremen be granted an increase in wages of two and a half cents (2½c.) per hour, day or night, subject to all the conditions of the agreement made with them and signed the 11th day of April, 1902.

At 8 p. m. of May 27, the longshoremen re-assembled to consider the offer contained in the above resolution. The offer was refused and a resolution passed to submit a counter offer to the ship owners. This resolution which I was requested to present to the ship owners was as follows:—

HALIFAX, N. S., May 27, 1907.

At a meeting of longshoremen held on above date, it was decided that the following proposition be submitted to the steamship agents.

That 25 cents per hour be paid for day work; that 30 cents per hour be paid for night work; also that double time be paid for Sundays, Labour Day and Christmas Day.

In the original demand of the men they had asked that the double time in the case of Sundays, Christmas Day and Labour Day start from 6 p.m. the previous day; in the new demand no reference was made to the time from which the double pay should start.

On Monday, May 28, I attended a meeting of the steamship representatives, and informed those present of the refusal of the men to accept the offer of an increase of 2½ cents per hour. I further urged that the employing companies should agree on their part to refer the dispute to the Industrial Disputes Investigation Act, 1907, and should make application to the Minister of Labour for the establishment of a Board of Conciliation and Investigation. The steamship representatives agreed to this course, and at once wired the Department of Labour announcing their intention. Mr. James Hall was recommended by the companies as a member of the Board. I at once notified the President of the Longshoremen of the action of the steamship representatives, and urged that he should take similar action on behalf of the men. I attended a meeting of the men in the evening,

and explained the course taken by the shipping representatives, urging that the men should do the same.

On May 29, I succeeded in arranging a conference between the two parties for the purpose of discussing the propositions that had been respectively submitted. An amicable discussion took place, and the statement was made on behalf of both parties that had they known the nature of the Industrial Disputes Investigation Act, 1907, before the dispute began, the strike would have been averted; at the existing stage of the dispute, however, the men contended that to return to work might prejudice the chance of their demands being granted in full.

On May 30, at a meeting of the steamship representatives, Mr. A. G. Jones, agent for the Canada and Jamaica S. S. Co. was permitted to sign a year's agreement with the men, by which the demand for an increase of five cents per hour was conceded by the company named.

On May 31, after an interview with the steamship representatives, I was requested to offer the men 25 cents per hour for both day and night work; the men, however, refused this further offer. I continued, nevertheless, to exercise the good offices of the Department in connection with the dispute. During this time, two other steamship companies accepted the terms of the men. In the meantime, the men having failed to recommend the name of any person to act on the Board of Conciliation and Investigation for which application had been made and which the Minister had determined to establish, Mr. Philip Ring, Secretary of the Trades and Labour Council, was appointed by the Minister in accordance with the terms of the Act. Mr. James Hall, who had been appointed on the recommendation of the steamship representatives, and Mr. Ring proceeded to confer together with a view to agreeing on a name to recommend to the Minister for third member and chairman of the Board.

On June 4, I was requested by the shipping agents to attend a meeting of that body, and after considerable discussion at the meeting was informed that the companies which had hitherto refused to concede the demands of the men had now decided to grant their demands with a view to ending the dispute. The presence of several steamers tied up in the harbour was indicated as a reason for this determination. The Committee of longshoremen was invited to meet the representatives of the steamship companies with a view to signing an agreement based on the new terms, and the following agreement was duly signed on their behalf respectively:—

> Agreement made this day between.....
> on behalf of .....Line of Steamers,
> and James Martin, President, and Michael Coolen, Secretary, of the Longshoremen's Association of Halifax.
>
> Hereafter the rate of wages to be paid for work on steamers will be 25 cents per hour for day work, and 30 cents per hour for night work. Double time to be paid for work performed on Sundays, Christmas Day and Labour Day.
>
> This agreement to be binding on both parties for one year from date.

The men accordingly returned to work on June 5. Seven steamship companies and about 500 men were effected by the strike.

I have the honour to be, Sir,

Your obedient servant,

(Signed) VICTOR DUBREUIL.

Telegrams Relating to Settlement.

The following telegram relating to the settlement was received by the Minister of Labour from Messrs. Hall and Ring, the gentlemen who had been appointed to the Board of Conciliation and Investigation, viz:—

HALIFAX, N. S., June 4, '07

TO HON. RODOLPHE LEMIEUX,
Ottawa, Ont., Can.

Much pleasure advising strike has been settled through intervention of Mr. DuBreuil, therefore, do not consider appointment chairman and third person necessary. Forwarding report.

(Signed) JAMES HALL,
PHILIP RING.

Subsequently letters were received also from the Secretary of the Halifax Longshoremen's Association and from the Mayor of Halifax, expressing appreciation of the efforts of the Department in procuring a settlement of the dispute. These letters were respectively as follows:

HALIFAX, N. S., June 10, '07.

HON. RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont., Can.

Sir:

I have been instructed by the Halitax Longshoremen's Association to convey to you their thanks for the effective assistance rendered by your Department in the settlement of the late dispute with the shipping agents of this Port.

Your representative, Mr. DuBreuil, in acting as mediator brought both parties together in conference which resulted in the settlement of the dispute.

I have the honour to be,

Yours very respectfully,

(Signed) M. COOLEN,
Secretary.

MAYOR'S OFFICE,
HALIFAX, N. S., June 28, 1907.

HON. RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont., Can.

Dear Sir:

I have to apologize for not sooner acknowledging the receipt of your telegram of the 26th ult. in regard to the strike of the Longshoremen at Halifax, owing to the telegram having been mislaid. I trust that it is not yet too late to thank you for your interest in the matter, and to congratulate you on the satisfaction which the Industrial Disputes Investigation Act of last session is giving.

The strike of the Longshoremen at this Port having been settled some time ago, I have nothing further to add to this letter.

Yours faithfully,

(Signed) R. T. MacILREITH,
Mayor.

Report from Board of Conciliation and Investigation.

The report of Messrs Hall and Ring who had been appointed members of the Board of Conciliation and Investigation was received at the Department on June 8. The report set forth that having been appointed to the Board by the Minister they had conferred together to mutually agree on a gentleman to act as third person and chairman of the Board and further stated:—

"While engaged as above, we were pleased to receive the information that an agreement had been reached between the contending parties and we must congratulate your Department in having such a representative as Mr. DuBreuil who has been most indefatigable in his work and without his assistance, we feel that the whole question would have involved upon us a duty which would have been a heavy expense to your Department, and a very serious loss to the interest at stake.

Mr. DuBreuil showed us your telegram instructing us to endeavour to complete the Board, and proceed with the investigation but after conferring together again, we decided that such a course was not necessary, unless you desired to have the terms of the Act complied with. We, therefore, wired you that as the dispute had been settled through the intervention of Mr. DuBreuil that we did not consider the appointment of a third person for chairman necessary, and are pleased that you concur in our views."

The men resumed work immediately on the signing of the agreement.

II.—FINDINGS OF THE BOARD APPOINTED IN CONNECTION WITH THE DISPUTE BETWEEN THE LONGSHOREMEN AND SHIPOWNERS OF MONTREAL.

THE receipt of an application at the Department on May 25 for a Board of Conciliation and Investigation to which might be referred the dispute between the longshoremen and shipowners of the Port of Montreal was reported in the *Labour Gazette* for June, when also the nature of the dispute as indicated in the application was stated. The application was signed by Messrs. John Ryan and William Mansfield, President and Secretary respectively of the International Longshoremen and Marine Transport Workers of America Local 373, and stated that the said Union represented 1200 men out of the total of 1600 longshoremen employed at the Port of Montreal. The dispute related to wages; the men asking for an increase of 5 cents per hour day and night on the then existing schedule of 25 cents per hour by day and 30 cents per hour by night. The Minister of Labour having decided to establish a Board the respective parties to the dispute recommended Mr Joseph Ainey, nominated on behalf of the men and Mr. G. W. Stephens on behalf of the steamship companies, for appointment to the Board, and these gentlemen were duly appointed to the Board by the Minister. Messrs. Ainey & Stephens agreed together on the recommendation of His Grace Archbishop Bruchesi as third member and chairman of the Board, and on June 10, His Grace was duly appointed Chairman of the Board.

The Board proceeded immediately to the investigation of the dispute, holding sessions morning and afternoon for several days. The sessions of June 11, 12 & 13, were wholly given up to the hearing of evidence from parties interested. The witnesses examined were John Ryan, President of the International Longshoremen and Marine Transport Workers Local 373; Gorge Poliquin, Secretary-Treasurer of the International Longshoremen and Marine Transport Workers Local 373; James Sandilands, a longshoreman; and Thomas Robb, manager and secretary of the Shipping Federation of Canada.

Shippers offer to be bound by Award.

While the sessions of the Board were in progress the following letter was received at the Department on behalf of the Shipping Companies concerned in the dispute:—

(COPY.)

JUNE, 11th, 1907.

"THE REGISTRAR,
BOARDS OF CONCILIATION AND INVESTIGATION.

Boards of Concillation and Investigation,
Department of Labour,
Ottawa, Ont.

Sir:

In connection with Board of Conciliation re 'Longshoremen's dispute, I am directed by the Allan Line, Canadian Pacific Steamship Lines, Donaldson Line, Thomson Line, Lord Line, Dominion Line, Leyland Line, Hamburg-American Line, South African Line,

Mexican Line, Black Diamond Line, Head Line, Holme Line, Quebec Steamship Co., F. A. Routh & Co., and the Nova Scotia Steel & Coal Co., to enclose you under the signatures of the representatives of the above Lines agreement in accordance with section 62 of the Industrial Disputes' Investigation Act, 1907.

I have the honour to be, Sir,

Your obedient servant,

(Signed) THOMAS ROBB,
Secretary."

(COPY OF ENCLOSURE.)

"TO THE REGISTRAR,
Board of Conciliation and Investigation
Ottawa, Canada.

Sir:

The undersigned agree to be bound by the recommendation of the Board during the present season of St. Lawrence navigation (1907)—such season to be reckoned to last until the last ocean vessel shall have left the Port of Montreal,—as if the same were an award of Arbitrators as provided by Section 62 of the Industrial Disputes' Investigation Act, 1907, provided that the applicants file forthwith with the Registrar an agreement in writing to be also bound in like manner.

Allan Line	(Sgd.) H. & A. Allan
Can. Pacific Steamship Lines	" D. McNicholl, V.-Pr.
Donaldson Line	The Robert Reford Co. Ltd.
Thomson Line	William Gear, Vice-Pres.
Lord Line	" " " "
Dominion Line	
Leyland Line	" James Thom, Man.
Hamburg-American Line	" " "
South African Line	" Elder Dempster, Co.
Mexican Line	" A. E. Cook
Black Diamond Line	" T. G. Watt, Agent.
Head Line	" McLean, Kennedy & Co.
Holme Line	" Wm. R. Eakin
Quebec Steamship Co	" J. G. Brock & Co. Agents.
F. A. Routh & Co	Nova Scotia Steel & Coal Co., Ltd.
Nova Scotia Steel & Coal Co.	(Sd.) F. A. Routh & Co. Agents.

In reply to this communication letters were addressed on behalf of the Department to each of the parties to the dispute admitting the desirability of each party agreeing to be bound by the word of the Board and urging that it would be greatly in the interest of the parties and to those of the Port of Montreal generally that any agreement reached should cover if possible a period of years so that a dispute similar to that which was being investigated should not recur from year to year.

Recommendations of the Board.

The report of the Board of Conciliation and Investigation was received at the Department on June 17, and was as follows:—

MONTREAL, June 14, 1907

TO THE HON. RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont.

Sir:

We have the honour to inform you that having been appointed to act under the provisions of The Industrial Disputes' Investigation Act, 1907, in the matter of a dispute arising between the International Longshoremen and Marine Transport Workers' Union of America Local No. 373, and the Shipping Federation and Canadian Pacific Steamship Companies relative to an increase of 2½ cents per hour, day and night, making the day wage per hour 30 cents, and the night wage per hour 35 cents, we beg to unanimously report as follows:—

1. Our first endeavour was to persuade the parties to this dispute to be bound by whatever decision this Board might come to after a careful and impartial examination of the facts.

The Longshoremen declined absolutely to be bound.

The Shipping Agents agreed to be bound up to the end of the present season only.

We had, therefore, to confine ourselves to the mission of Conciliation and Investigation, in consequence of which representative witnesses were called from both sides and evidence submitted. The session of the Board began Tuesday, the 11th instant, and were continued each day, morning and afternoon, three days being completely occupied in hearing evidence from parties interested. Attached, herewith, we send sworn copies of evidence taken.

After having separately listened to evidence from each party, a joint conference was held with a view of reaching a mutual understanding.

In the letter addressed to the President of the Board, His Grace the Archbishop of Montreal by the Deputy Minister of Labour, dated June 7th, 1907, the Minister states that he hopes that the Board will endeavour not only to effect a settlement of existing differences, but will be able to so adjust matters between the parties that any settlement reached will, by their mutual consent, be held to govern conditions between the several steamship companies and their employees in the port of Montreal for some years to come.

To effect a lasting settlement, covering a term of years was the dominant idea inspiring the Board's efforts from the beginning, and at the joint meeting of the parties already alluded to all possible means were employed to bring about a settlement for a space of 5 years, thus ensuring stability to our national trade and peace and security to the country's import and export business through the Port of Montreal.

The Longshoremen were willing to sign an agreement for five years provided their demands were granted in full.

The Shipping Agents were not willing to sign an agreement for longer than two years, present rates to stand.

2. The following scale was proposed by the Board which was deemed a fair and equitable basis of compromise.

		Day.	Night.
1907,	Balance of season ...	28c. per hour	33c. per hour
1908,	"	29c. "	34c. "
1909,	"	30c. "	35c. "
1910,	"	30c. "	35c. "
1911,	"	30c. "	35c. "

This suggestion of the Board was not accepted by either parties to the dispute.

Such being the situation there was nothing left for the Board to do but to proceed to consider the case, and make their recommendations on the merits of the facts submitted.

3. (*a*) The Board finds the cause of the present trouble largely due to the lack of tact and consideration shown by the parties in their dealings one with another.

(*b*) That evidence submitted to prove that wages paid in the Port of Montreal were "unfair, unreasonable and not sufficient to provide the necessities of life," was contradicted and did not seem absolutely conclusive.

(*c*) That the nature of the work was intermittant, strenuous and fairly hazardous, justifying a reasonable excess of wage over that paid to unskilled labour in other trades, was proven.

(*d*) That Longshoremen kept in good faith entered into by them in 1903, for four years.

(*e*) That other branches of unskilled labour were not so highly paid.

(*f*) That Longshoremen suffer loss of wages through the irregularity of the work they are engaged in, and through the importation by the Shipping Agents of men from abroad.

(*g*) That Shipping Agents suffer loss and inconvenience from the men quitting work in the fall to engage in other pursuits for the winter thus endangering the shipping during the last weeks of navigation, and compelling the Shipping Agents to import men from abroad.

(*h*) That men after the season closes have to find work elsewhere in Gas Works, C. P. R., G. T. R., and lumber camps, etc.

(*i*) That the cost of living has increased enough in the last four years to warrant a re-adjustment of wage scale.

(*k*) That the Shipping Companies accorded to the Longshoremen during the month of May of 1907, an increase of 2½ cents an hour, day and night, which is equal to an increase of 10 per cent. over wages paid during the previous four years.

After earnest consideration of all the facts, the Board in the spirit of justice and with a view of securing peace and harmony respectfully recommend:—

That the increase of 10 per cent., or 2½ cents per hour, day and night, already granted by the Shipping Companies to the Longshoremen remain the rate for the present season.

But in view of the special importance attached by the Shipping Agents to a constant and continuous supply of labour till the final closing of navigation and to safeguard the public interests and as a further inducement to the Longshoremen to fulfill these conditions, the Board recommends that a bonus of 2½ cents per hour over and above the wages paid under the present rate, be paid by the Shipping Agents to the Longshoremen.

Said bonus to paid to all Longshoremen employed by the Shipping Companies from the day of each man's engagement, but in no case shall the bonus be effective previous to July 1st, 1907. The meaning of this recommendation to be that for all those men who engage to work for the Shipping Companies after July 1st, and continue to do so till the close of navigation shall be entitled to this extra wage.

We further recommend for the season of 1908, that 30 cents per hour be paid during the day and 35 cents during the night; that an agreement to this effect between the parties be entered into which shall be binding until end of season 1908, any change affecting the future, to take place between the first day of December, 1908, and the first day of March 1909, by fifteen days written notice to be given by either party to the other.

The Board cannot refrain from reminding both parties to this dispute that the supremacy of our national trade depends solely upon the confidence inspired in its stability. The avoidance of disturbance to the national flow of commerce in the Port of Montreal means continued prosperity to the business industries.

The Board, therefore, hopes that its recommendations may be taken as the result of a thorough study of the situation revealed by the facts submitted, that the parties to this dispute may be led to accept these recommendations in the same spirit as they are given, and that their acceptance by both will bring about a continuity of good feeling, fair dealing and long continued prosperity to all concerned.

Respectfully submitted,

(Signed) PAUL BRUCHESI,
Archbishop of Montreal, Chairman.
(Signed) GEORGE W. STEPHENS,
(Signed) JOSEPH AINEY.

A copy of the report received by the Minister was immediately forwarded to each of the parties to the dispute, together with a letter to each of the said parties, expressing the hope of the Minister that the recommendations contained in the report would be accepted by the parties concerned, and requesting that the Minister might be informed on this point as soon as possible.

On June 25 the Department received a letter from Mr. William Mansfield, secretary local 373 International Longshoremen and Transport Workers of America, on behalf of the members of the Union refusing to accept the award, and on June 27 a communication was received from the representatives of the shipping companies referring to their previous letter offering to be bound by the recommendations of the Board provided the othe party did the same, and indicating that their attitude was consequently dependent on that of the men.

Notice Posted by Shipping Companies.

Subsequently the following notice, printed in English and French, was posted by the shipping companies:—

Notice to Longshoremen of the Port of Montreal.

Commencing 1st July, 1907, in order to give present effect to the decision of the Board of Conciliation and Investigation on the question of the Longshoremen's wages at the Port of Montreal, the undermentioned steamship lines in addition to the present rates paid to Longshoremen, will give such Longshoremen as may register their names and addresses at the wharf office of the lines by which they are employed, and are prepared to work for the undersigned when so requested to do from 1st July until their last steamer of the season of 1907 leaves the Port, a bonus of two and one half cents (2½) for each hour worked by them, after 1st July to close of navigation 1907. Said bonus to be paid on application by the lines by which they were employed between the sailing of the last steamer and prior to 5th December, 1907.

Allan Line	H. & A. Allan.
Can. Pac. Railway Co.	
Atlantic Steamship Lines	Per D. McNicoll, Vice-Pres.
Donaldson Line	
Thomson Line	The Robert Reford Co., Ltd
Lord Line	William I. Gear, Vice-Pres.
(and outside steamers consigned to them.)	
Dominion Line	
Leyland Line	Jas. Thom, Manager.
Mamburg-American Line	
South African Line	Elder, Dempster & Co.
Mexican Line	Per A. E. Cook.
	Furness, Withy & Co., Ltd.
Manchester Liners	Per J. R. Binning, Manager
Black Diamond Line	T. G. Watt, Agent.
Head Line	McLean, Kennedy & Co.
Holme Line	P. pro. Wm. R. Eakin.
Quebec Steamship Co.	J. G. Brock & Co., Agents.
F. A. Routh & Co.	
Nova Scotia Steel & Coal Co.	F. A. Routh & Co.

Early in the month of July the Department was informed by Mr. Thomas Robb, secretary of the Shipping Federation, that between 500 and 600 men had so far registered their names under the conditions stated in the notice above printed, while the remainder of the men were expected to do so. The agreement signed by the men was as follows:—

We, the undersigned, hereby agree to work for the above Steamship Lines as Longshoremen in the Port of Montreal whenever notified by them so to do, from 1st July season 1907, until the last steamer sails from the Port of Montreal, season 1907, at rates set forth on the back hereof, conditional on our receiving at the end of the season, after, the sailing of the last steamer from Montreal, an additional sum of two and one half cents (2½c.) per hour for each hour worked by us for the above Lines and we further agree to notify them of any change in our house addresses. Said payments to be made by the Steamship Line for which they have worked on application after the sailing of the last steamer but prior to the 5th December, 1907.

The rates agreed to as set forth on the back of the above document showed an increase of 2½ cents per hour over the rates in force at the beginning of the season and apart from the hours secured under the conditions named.

III.—ACT INVOKED BY MINERS AT SPRINGHILL, N.S.

THE Board of Conciliation and Investigation appointed on behalf of the Cumberland Railway & Coal Company Limited on an application from Pioneer lodge No. 1, Provincial Workmen's Association and which commenced during the month of May, an investigation of the disputes which had been referred to it as reported in the *Labour Gazette* for June did not proceed further with the investigation during June, but in the course of a letter to the Department the Honourable Justice Graham Chairman of the Board, stated that the Board would reassemble on July 3. Considerable correspondence with reference to the interpretation to be placed upon certain clauses of the Industrial Dispute Investigation Act 1907, took place between Mr. William Watkins, Secretary of Pioneer Lodge No. 1, P.W.A. as representing the men concerned in the dispute of the Department.

PROSECUTIONS UNDER THE ACT AT MARBLE BAY, TEXADA ISLAND, B.C.

THE June issue of the Labour Gazette contained a statement concerning the prosecutions under the Industrial Disputes Investigation Act, 1907 at Marble Bay, Texada Island, B.C., and indicating that a settlemen had been effected when the disputing parties had been brought together in court, the statement in question being forwarded to the Department by Mr. J. Edward Bird, counsel for the defendant in the case, and having been prepared jointly by Mr. Bird and Mr. C. B. McNeil, K.C., counsel for the employing company and prosecutor. The case, which was the first charge of an infringement of the Act to be heard was tried before Mr. H. C. Alexander, police magistrate, an official statement from whom has now been received in the Department is as follows:—

VANCOUVER, B. C., 19th June, '0

The Registrar
Boards of Conciliation and Investigation,
Ottawa, Ont.

Sir,

Rex vs. DeGreek

I herewith beg to report on the above cause in which there was a charge laid against the above defendant, under Section 56 of *The Industrial Disputes' Investigation Act* 1907, for going on strike prior to an investigation being held into a dispute between the Tacoma Steel Company

and its employees of which number the above defendant was one. The property of the Tacoma Steel Company is situated at Marble Bay, Texada Island. Similar charges were laid against three other employees, Jess, Rutherford and Halliday, but were not proceeded with, the DeGreek case practically being a test one. The case after being adjourned twice, came on for hearing at Van Anda, Texada Island, on the 30th ult. After all the evidence being put in for the prosecution and the defence partially gone into, it appeared to me that the whole trouble had arisen from a misunderstanding. Certain demands had been made by the employees and the Company was given till 1st April to consider them. On 25th March, the men working in the stopes and those getting out ore were laid off. The employees thought this was a partial lockout and struck on that date. The Company's explanation was that they were unable to ship ore to the Tacoma Smelter, which is the smelter they ship their product to, because of a strike there, and as their ore bins were full they were forced to suspend operations. There was a difference of opinion as to this being fully explained or at all to the employees on 25th March, the date the strike took place. Upon this explanation being given in court by the witnesses for the prosecution, I stopped proceedings and asked both parties if they were willing to discuss a settlement as it was apparent a misunderstanding had arisen and the real matters between them, viz., wages, etc., had never been discussed at all. After a short discussion they agreed to do so. Court was adjourned and a committee from the employees met the Managing Director and Local Manager of the Company. I am pleased to say that after certain small points were finally adjusted, the main questions having been settled upon, the strike was declared off and the property has resumed work. All the prosecutions were withdrawn.

I am making this report, personally, as there is no clerk in the County Magistrate's Court at present.

I have the honour to be, Sir,

Your obedient servant,

(Signed) HY. O. ALEXANDER, P. M.

ADDRESS OF SIR WILLIAM MULOCK, K.C.M.G., AT FERNIE, B.C., ON THE INDUSTRIAL SITUATION.

IN connection with the dispute in the western coal fields, during the last weeks of April and the first week of May last, between the several companies comprising the Western Coal Operators' Association and the miners in the employ of these companies, a report of the settlement of which appeared in the Labour Gazette for June, an address on industrial questions of special interest was delivered by Sir William Mulock at Fernie, B.C., on May 6, on the day on which the agreement between the disputing parties was signed. Sir Wiliam Mulock was the chairman of the Board of Conciliation and Investigation established under the Industrial Disputes Investigation Act, 1907, under which the mine operators and their employees had been referred. Sir William Mulock's address, though having a special bearing upon the dispute that had been recently brought to a satisfactory settlement is of deep interest to all concerned in labour questions or in the welfare of the Industrial classes; this interest is further increased by the fact that Sir William was for a number of years the Minister of Labour and was the Minister of the Government who introduced the Act establishing the Depart. of Labour. Pressure on space prevented the address being printed in the June issue of the Labour Gazette in connection with the report of the settlement of the dispute to which in part it referred, but in view of the circumstances indicated above it has been deemed desirable to publish the text of the address in the present issue of the Gazette. The meeting at which the address was delivered was actually the final meeting of the Board of Conciliation and Investigation that had been appointed by the Minister of Labour in connection with the dispute. It was, however, of a public character and Sir William Mulock presided, being supported by Messrs. L. P. Eckstein, J. L. Parker and F. B Smith, members of the Board.

The terms of Sir. William Mulock's address were as follows:—

"Speaking to my colleagues of the board, I presume our labours end with this meeting. We have not organized formally under the act, it not appearing necessary to do so. If we had to proceed with the enquiry, we should have been obliged to take the oath of office and proceed in the usual way. We thought it better that we should meet formally. We learnt that the parties themselves, aided by Mr. Mackenzie King, were negotiating a settlement, and we, on our part, decided to defer formal action in the hope that the happy result which to-day has been achieved might be reached by the parties themselves. You have, I think, acted most wisely in coming together and adjusting your differ-

ences in this way. It is true that the boards took no part in this matter—it was not necessary for them to do so, because the fact that the boards were within the reach of both parties seems to have suggested to them the uselessness of their asking the assistance of the boards to do what they themselves could do if they were so disposed. Sometimes parties to trades disputes allow feeling to depose their reason for the moment, and foolish things and unwise words are done and uttered, whereas these trade disputes ought to be regarded as incidental to business affairs, just as a discussion takes place between the buyer and seller of any article of commerce, the buyer wishing to purchase at the best price, the seller wishing to sell at the highest price. The working man has his labour to sell, the employer has it to buy, and it is natural that each one should desire to make the best bargain in the disposition of this article or commerce. But in the past there has been an unnecessary disregard of common-sense principles in the adjustment of these disputes and employees and employers have treated each other often as if they were hostile forces, and have wasted valuable time and money, resulting in mutual exhaustion, until at last the contestants have come to the forum of conscience and reason to attain the end that ought to have been attained at the beginning without the intervention of these war-like acts. There is now on the statute book a statute which renders a strike or lockout or cessation of work pending a dispute wholly unnecessary, and when hereafter such a condition is brought about, so long as this act is upon the statute book, it is a wanton misuse of liberty—there is no longer a necessity for an employer to lock out his men in any of the classes of industry to which this act applies. There is no necessity for any set of men to do this engaged in the business to which this act applies, either going upon strike or ceasing work, at least until the board has been created and made the enquiry which parliament has authorized it to do. I believe if this act had been clearly and fully understood before the cessation of operations in these mines, the cessation would never have taken place. The work of conciliation and arrangement that has been so successfully brought to an end could as well have been carried on whilst the mines were in full operation. The consequences to the public in the cessation of mining coal in a country like this are most serious and far reaching. The public interest demands that hereafter no such course as unhappily took place should occur again in the event of any misunderstanding between the employees and employers. Any party now can, through the machinery of this act bring about negotiations, and it is not the power of either party to refuse to negotiate unless they wish to abandon their functions to those of the board, but either through the board or mutual negotiations between the parties, all such disputes as have been in question now can hereafter be disposed of without the slightest loss to the employers or the employees, and without any injury to the public interest. No doubt, any board engaged in settlement of disputes such as the one in question, even if work were continued in the meantime, would take that fact into consideration in its judgment, and would make the terms of settlement retroactive to cover the time that might elapse during a settlement and whilst the work was going on. Therefore, with that possibility in view, nothing would be gained by either party in dragging out negotiations. They would gain nothing by the time spent in conferences and arrangements. I mentioned that in case it might be thought that either party would be gaining by delaying a final settlement. Any wise board would take that circumstance into consideration and make its terms retroactive if it was thought equitable that such should be the case. I have had the honour of receiving many confidences from both sides in connection with this dispute and as to the manner in which the mining industry in this district has been carried on. I have no personal knowledge of the subject, and perhaps, the observation I am about to make may be a crude one, but nevertheless, with all respect to the management of these mines

it would be possible, at least I hope so, for them to adopt some improvements in their working system that may be of service to themselves and to their employees. The interests of the employees and employers are mutual. They are engaged in a limited partnership, and it is impossible for one to be injured without the other being injured also. Now, it has been told to me on many occasions that operations in these mines have been interrupted because there were no cars to carry off the coal. One miner told me that in one month in one mine the men lost 12 days' work out of a possible 26 days because of there being no cars to ship the coal, and the company having no facilities for storing coal as it was mined, depending upon the cars to load the coal at once.

It occurs to me that is a rather hand-to-mouth method of carrying on such an important industry, and that the practice adopted, I am told, at other great mining centres might very well be adopted here, namely, having storage to some limited extent to bridge over interruptions such as are inevitably arising from the lack of transportation or other obstruction to business. It is natural that men engaged in mining should desire a reasonable holiday during the pleasant season of the year; their calling is laborious and hazardous, and it would be to the interest of the men and also the employers that the employees should, from time to time, have a reasonable relaxation from labour in the open air, where their health would be restored and their system toned up, and they would be in better spirits and bodily condition to carry on their work, but forced holidays in a fragmentary way—a day here and a day there—during the working season does not enable a working man to take a solid holiday of a few weeks, but simply shuts him out from work for the day. I can imagine that the only resort would be to hang about waiting for work to resume, perhaps going to the tavern, perhaps idling somewhere getting into a discontented frame of mind, whilst with continuous work throughout the year as a man wishes to work, and then taking his broken time as one solid holiday, he can profitably enjoy recreation without, as in the other case, wasting his substance, which is so often the case when persons have to wait about in a small town like this with three or four thousand people without any amusements and any interests and nothing to occupy time. It occurs to me that the companies might in another way also be of great service to the men. Rents here are doubtless high, and few of the employees own their own properties. If the companies could see their way to co-operating with the employees towards bringing about a method that would enable the employees to acquire homes of their own, then those men having a stake in the country would feel interested in the welfare of the town, and in the preservation of their property and the accumulation of property. They would feel that they were not a mere floating population, but that they had an interest in the stability of everything in the vicinity. Moreover, if a small quantity of land, say a quarter of an acre for example, could be attached to each home, then during the summer season there would be an opportunity for the miner when he left his diurnal occupation to indulge in the healthful, useful and profitable business of attending to a garden where he, his wife, and children could meet in common interest; then there would be some home life for them instead of, as is very often the case in a mining district, the miner going from the mine, taking his evening meal, then resorting to the hotel or the town away from his family. I do not think the operators could do anything that would be of greater service to their fellow-men, and at the same time be an advantage to themselves than to endeavour to bring about a condition of affairs that would enable the employees ultimately to become owners of their homes. It would cost them less than having to pay high rents, they would not be at the mercy of the landlords, liable to be moved out of their rented houses on short notice; they would feel they were anchored in the country, and however humble the home might be, there is no place like home. I have been very much gratified at the intelligent spirit that has been brought to bear by the miners' em-

ployees in connection with this question. There has been a great advance made in the settlement of disputes, great stimulus given to a sensible settlement of disputes by the conduct of parties to this one. They met in a sensible way with a determination evidently to make concessions. It is impossible that all the demands on one side could ever be granted—every question of importance in life that requires the concurrence of many minds is the outcome of compromise. Every public question of any importance on which people will unite has to be the result of interchange of thought, of the adjusting of opposing and conflicting views, so in trade disputes there must be mutual concession if there is to be anything accomplished. The parties to this dispute have set an object lesson to all the people of Canada, that when reason and regard for right are uppermost in men's minds there are no insuperable difficulties to the settlement of differences. I have no mature views to offer you; these are merely thoughts that are uppermost in my mind. You have the satisfaction of knowing that you have not only well guarded your own interests, but you have set an example which will bear fruit in the solution of this difficult problem which, I think, in Canada is approaching a satisfactory solution. In some countries, in New Zealand, for instance, there is a law whereby arbitration and its enforcement are compulsory; that has been followed to some extent in New Zealand, but speaking for myself, I never favoured anything in the way of compulsion or coercion. We must appeal to the higher feelings of men; we must appeal to their sense of right and justice, not force. Reason and right should be the influence that bring about the settlement of all industrial disputes, and whilst you, Mr. Sherman and Mr. Stockett allude to me having taken this long trip to be of some service in this trouble, I can assure you that the satisfaction I have received in witnessing your efforts to solve this problem is to me one of the greatest pleasures I have experienced since I took any interest in public affairs, and on behalf of the board I think I can say that these sentiments are those of my colleagues, and for them and myself I thank you all for the course you have taken in bringing about such a happy termination to this important question.

LABOUR ORGANIZATION IN CANADA, 1907—NUMBER OF ORGANIZATIONS BY TRADES AND PROVINCES.

THE Department presented, as an appendix to the June, 1907, issue of the Labour Gazette, the final instalment of a directory of labour organizations in Canada, publication of which was begun in the February issue of the Gazette.

This directory contains a complete list of labour organizations existing throughout Canada, as based on information in the possession of the Department at the time of publication during the first five months of the present calendar year. The locality, name and number of each organization is given, together with the name and address of the secretary.

The chief sources from which the information set forth in the directory was derived were: the correspondents of the Department resident in the several cities of the Dominion, the public press of Canada, and the official trade journals issued by several of the international organizations, verification of details after the existence of the several organizations had become known to the Department having been obtained by correspondence direct with the officers of the organizations or others in a position to supply authentic information.

Analysis of Returns.

In connection with the publication of the directory, it was thought by the Department that an analysis of the information which it contains would be of value as throwing additional light upon tendencies of labour organization in Canada at the present time.

Such features as the relative extent of organization in the several trades, the distribution of organizations among different provinces and more important cities of the Dominion and the extent to which trade unions are affiliated with national and international central bodies are of great interest and significance, but are not shown in aggregate statistical form in the directory as published. In the following article a statistical review is presented with the object of furnishing information in readily accessible form on these and other points of interest, including statements as to the number of congresses and national associations in Canada, with their respective affiliations; the number of trades and labour councils and federations of trade unions, according to provinces; the total number of trade unions chartered by national and international organizations and a complete list of the various central international organizations having branches in Canada, the number of the latter being shown according to provinces and groups of trades affected.

Aggregate Returns.

The directory contains a total number of 1,681 labour organizations of all kinds, of which 8 are congresses and national associations issuing charters, 49 are trades and labour councils, 31 are federations of trade unions and 1,593 are trades unions or other local associations of employees.

Congresses and National Associations.

There are at present eight congresses or national associations of trade unions in Canada. These are the Trades and Labour Congress of Canada, which has some 450 branches consisting of international trade unions and trades councils; the National Trades and Labour Congress of Canada, having some 28 chartered branches, exclusive of affiliations; the Provincial Workmen's Association, of Nova Scotia having 47 lodges; the Grand Council of the National Association of Marine Engineers, having 10 branches; the Canadian Association of Masters and Mates, with 8 branches; and the Hotel and Restaurant Employees' National Association and Bartenders' National League of Canada, with 8 branches. Charters are also issued by the Federation of Textile Workers of Canada and La Fédération Canadienne de Cordonniers, the former having 14 branches and the latter 13. The Fishermen's Union of Nova Scotia has an affiliation of some 18 local organizations or stations distributed throughout the province. The Threshers' Protective Association of Ontario has 11 branches.

Trades and Labour Councils.

The extent to which trades and labour councils, consisting in each case of representatives from organizations of different classes in the same locality, have been formed in the several provinces of the Dominion is shown in the following table:—

TABLE SHOWING NUMBER OF TRADES AND LABOUR COUNCILS IN CANADA, BY PROVINCES. 1907.

Province.	Number.
Nova Scotia	3
New Brunswick	2
Prince Edward Island	1
Quebec	5
Ontario	24
Manitoba	3
Alberta	4
Saskatchewan	2
British Columbia	5
Total	49

It will be seen that of a total of 49 trades and labour councils, 24 are in the Province of Ontario, 5 each in Quebec and British Columbia and 3 each in Nova Scotia and Manitoba.

Thirty-seven of the trades and labour councils are affiliated with the Trades and Labour Congress of Canada, and 3 with the National Trades and Labour Congress the remainder being independent organizations.

Federation of Trade Unions.

There are at present in Canada some 31 federations of trades unions of similar classes, of which 15 are made up of employees in the building trades, 4 are printing and allied trades councils, 3 are

federations of machinists, 2 are federations of garment workers, with 1 federation each of shoe workers, barbers, woodworkers, teamsters, moulders, miners, and metal polishers. There are 18 of these federations in Ontario, 5 in Quebec, 2 each in Manitoba, Alberta and British Columbia and 1 each in Nova Scotia, New Brunswick and Saskatchewan.(*)

Trade Unions.

According to the information contained in the directory, there are at present 1,593 trades unions or local organizations of employees in Canada. These are distributed by provinces as follows:—

NUMBER OF TRADES UNIONS IN CANADA BY PROVINCES.

Name of Province.	Number of Organizations.
Nova Scotia	123
New Brunswick	70
Prince Edward Island	6
Quebec	256
Ontario	752
Manitoba	89
Saskatchewan	31
Alberta	84
British Columbia	175
Yukon Territory	7
Total	1,593

Of 123 organizations in existence in Nova Scotia, 24 are in Halifax and 13 in Sydney. In Prince Edward Island, 5 out of a total of 6 unions are in Charlottetown. St. John, N.B., has 29 organizations, and Moncton 11, out of a total of 70 in New Brunswick. In Quebec, out of a total of 256 organizations, 114 are in Montreal and 50 in the City of Quebec. Ontario has a total of 756, of which 133 are in Toronto, 63 in Hamilton, 42 in Ottawa and 41 in London. At Winnipeg, Man,, 63 labour organizations, out of a total of 89 in the whole province are situated. In Saskatchewan, out of a total of 31 organizations, 11 are at Moose Jaw. In Alberta, out of a total of 84, Calgary has 34 and Edmonton 18. In British Columbia there are 175 labour organizations, of which 54 are in Vancouver and 32 in Victoria. The Yukon Territory has organizations of which 6 are in Dawson City. It will be seen that Toronto with 133 organizations, Montreal with 114, Hamilton and Winnipeg with 63 each, Vancouver with 54 and Quebec with 50 are the cities in which the largest number of labour organizations are in existence.

Of the 1,593 local trades unions included in the directory, 1,346 are affiliated with central organizations of an international character, the remainder being made up of lodges of the Provincial Workmens' Association, branches of the National Trades and Labour Congress of Canada, the National Association of Marine Engineers, The Canadian Association of Masters and Mates, the Hotel and Restaurant Employees National Association, the Federation of Textile Workers of Canada, La Fédération des Cordonniers, the Fishermens' Union of Nova Scotia and the Threshers' Protective Association of Ontario.(*) In addition there are some 90 independent organizations existing throughout the Dominion. In the following table a list is given of the various international organizations entered in the Directory as having branches in Canada, arranged according to industries and groups of trades, and showing the number of unions chartered by each central organization in the several provinces of the Dominion:—

* The federation credited to Saskatchewan is one of machinists throughout the C. P. R. system, having its headquarters at Moose Jaw, Sask.

* For statement of number of branches affiliated with each of these bodies, see under heading "Congresses and National Associations" above.

TABLES SHOWING BY PROVINCES AND GROUPS OF TRADES—LABOUR ORGANIZATIONS IN CANADA AFFILIATED WITH INTERNATIONAL ORGANIZATIONS, 1907.

THE MINING INDUSTRY.

Unions.	N. S.	P.E.I.	N. B.	Que.	Ont.	Man.	Sask.	Alta.	B. C.	Total
United Mine Workers of America								9	7	16
Western Federation of Miners					1				19	20
Quarry Workers' International Union of N. A.					1			1		2
Total					2			10	26	38

THE BUILDING TRADES.

Unions.	N. S.	P.E.I.	N. B.	Que.	Ont.	Man.	Sask.	Alta.	B. C.	Total
Bricklayers and Masons' Inter. Union	3		1	6	30	2	1	3	2	48
Amal. Society of Carpenters & Joiners				1	12	2	4	3	4	26
United Brotherhood of Carpenters and Joiners	6		1	19	28	3	1	6	7	71
Inter. Union of Wood, Wire and Metal Lathers					1	1		2	1	5
Operative Plasterers' Inter. Association				1	6	1		1	1	10
Bro. of Painters, Decorators and Paperhangers of America	1			2	17	2	1	2	2	27
United Asso. of Plumbers, Steamfitters and Steamfitters' Helpers	1			2	13	2		2	2	22
Joruneymen Stonecutters' Asso. of N. A.				5	12	2		2	2	23
Granite Cutters' Inter. Asso	1		1	2	1				1	6
Inter. Asso. of Marble Workers					1					1
Inter. Brick, Tile and Terra Cotta workers' Alliance					1					1
Inter. Ceramic, Mosaic and Encaustic Tile Layers				1	1					2
Inter. Hod Carriers' and Builders' Labourers' Union				3	4	1		2		10
International Labourers' Union	1		2	3	6			1		13
Inter. Union of Elevator Constructors					1					1
Total	13		5	45	134	16	7	24	22	266

THE METAL, ENGINEERING AND SHIPBUILDING TRADES.

Unions.	N. S.	P.E.I.	N. B.	Que.	Ont.	Man.	Sask.	Alta.	B. C.	Total
Iron Moulders' Union of North America	3		2	4	20	1			3	33
Inter. Asso. of Machinists	1		3	6	20	3	1	2	4	40
Inter. Bro. of Blacksmiths			1	1	2	2		1	3	10
Bro. of Boilermakers and Iron Ship bldrs.	1		2	4	9	3		2	3	24
Inter. Asso. of Bridge and Structural Iron Workers				2	4	1			1	8
Inter. Union of Horseshoers of the United States and Canada	1		1	1	3					6
Amal. Sheet Metal Workers' Inter. Asso.			1	1	8	2		1	2	15
Jewelery Workers' Union of America					2					2
Metal Polishers, Buffers, Platers and Brass Workers' Union of N. A.				1	11					12
Inter. Bro. of Electrical Workers of Amer.	1			1	5	2		1	6	16
Stovemounters' International Union					2	1				3
Sawsmiths' National Union					3					3
Inter. Bro. of Foundry Employees									1	1
Amalgamated Society of Engineers				2	7				1	10
Inter. Union of Steam Engineers					5			2		7
Inter. Bro. of Stationary Firemen			2		2					4
Marine Firemen, Oilers and Water Tenders International Union					5				1	6
National Union of Shipwrights, Joiners and Caulkers of America	1				1				1	3
Total	8		12	23	109	15	1	9	26	203

THE WOODWORKING AND FURNISHING TRADES.

Unions.	N. S.	P.E.I.	N. B.	Que.	Ont.	Man.	Sask.	Alta.	B. C.	Total
Woodworkers' Inter. Union of America	.....	.....	.....	8	9	.....	.....	.....	.....	17
Carriage Waggon Workers' Inter. Union	.....	.....	1	.....	4	.....	.....	.....	.....	5
Pattern Makers' League of North America	.....	.....	.....	1	5	.....	.....	.....	1	7
Upholsterers' Inter. Union of N. America	.....	.....	.....	.....	4	.....	.....	.....	1	5
Coopers' Inter. Union of North America	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Inter. Piano & Organ Makers' U. of A.	.....	.....	.....	.....	8	.....	.....	.....	.....	8
Total	.....	.....	1	9	31	.....	.....	.....	2	43

THE PRINTING AND ALLIED TRADES.

Unions.	N. S.	P.E.I.	N. B.	Que.	Ont.	Man.	Sask.	Alta.	B. C.	Total
Inter. Typographical Union	1	.....	3	4	19	3	3	1	5	39
Inter. Printing Pressmen's Union	.....	.....	1	2	6	1	.....	1	2	13
Inter. Stereotypers' and Electrotypers' Union	.....	.....	.....	.....	4	.....	.....	.....	.....	4
Inter. Photo. Engravers' Union of Amer.	.....	.....	.....	.....	3	.....	.....	.....	.....	3
Lithographers' International Asso	.....	.....	.....	1	1	.....	.....	.....	.....	2
Inter. Steel & Copper Plate Printers' Un'n	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Inter. Bro. of Bookbinders	.....	.....	1	1	3	1	.....	.....	2	8
Total	1	.....	5	8	37	5	3	2	9	70

THE CLOTHING TRADES.

Unions.	N. S.	P. E.I	N. B.	Que.	Ont.	Man.	Sask.	Alta.	B. C.	Total
Journeymen Tailors' Union of America	1	.....	.....	1	30	1	.....	2	6	41
United Garment Workers of America	.....	.....	2	2	11	1	.....	.....	2	18
United Cloth Hat & Cap Makers of N. A.	.....	.....	.....	1	1	.....	.....	.....	.....	2
United Hatters of North America	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Inter. Boot and Shoe Workers' Union	.....	.....	1	2	6	.....	.....	.....	.....	9
Inter. Fur Workers' Union	.....	.....	.....	1	2	.....	.....	.....	.....	3
Total	1	.....	3	7	51	2	.....	2	8	74

THE FOOD AND TOBACCO PREPARATION TRADES.

Unions.	N. S.	P.E.I.	N. B.	Que.	Ont.	Man.	Sask.	Alta.	B. C.	Total
Journeymen Bakers' & Confectioners' International Union	.....	.....	.....	1	8	1	.....	.....	1	11
Amal. Meat Cutters & Butchers' Workers of North America	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Inter. Union of United Brewery Workers	.....	.....	.....	.....	5	.....	.....	1	.....	6
Cigarmakers' Inter. Union of America	.....	.....	1	3	9	2	.....	1	4	20
Tobacco Workers' International Union	.....	.....	.....	.....	3	.....	.....	.....	.....	3
Total	.....	.....	1	4	26	3	.....	2	5	41

THE LEATHER TRADES.

Unions.	N. S.	P.E.I.	N. B.	Que.	Ont.	Man.	Sask.	Alta.	B C	Total
Travellers' Goods and Novelty Leather Workers' Inter. Union of America	.....	.....	.....	1	1	.....	.....	.....	.....	2
United Bro. of Leather Workers on Horse Goods	.....	.....	.....	1	6	1	.....	1	2	11
Amal. Leather Workers' Union of Amer.	.....	.....	.....	1	2	.....	.....	.....	.....	3
Total	.....	.....	.....	3	9	1	.....	1	2	16

MISCELLANEOUS TRADES

Unions.	N. S.	P.E.I.	N. B.	Que.	Ont.	Man.	Sask.	Alta.	B. C.	Total
Journeymen Barbers' Inter. Union	2	.....	.....	.....	18	1	.....	2	4	27
International Broommakers' Union	.....	.....	.....	1	4	.....	.....	.....	.....	5
United Bro. of Papermakers of America	.....	.....	.....	2	2	.....	.....	.....	.....	4
Shirt Waist & Laundry Workers' Inter. Union	.....	.....	.....	1	2	.....	.....	1	1	5
Inter. Paving Cutters' Union of the United States and Canada	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Glass Bottle Blowers' Asso. of the United States and Canada	.....	.....	.....	1	3	.....	.....	.....	.....	4
Amal. Inter. Asso. of Flint Glass Workers	.....	.....	.....	1	1	.....	.....	.....	.....	2
Federated Asso. of Letter Carriers	.....	.....	.....	2	6	.....	.....	.....	2	10
Commercial Telegraphers' Union of Amer.	1	.....	.....	.....	2	1	.....	1	1	6
Inside Elevator Employees	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Inter. Union of Textile Workers of Amer.	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Hotel and Restaurant Employees' Inter. Alliance & Bartenders' Inter. League of America	.....	.....	.....	1	13	1	.....	.....	3	18
Retail Clerks' Inter. Protective Asso.	.....	.....	.....	.....	6	.....	1	.....	.....	7
Amer. Federation of Musicians	.....	.....	.....	1	8	.....	1	1	1	12
Theatrical Stage Employees' Inter. Alliance	.....	.....	.....	1	5	.....	.....	.....	1	7
Total	3	.....	.....	12	73	3	2	5	13	111

THE RAILWAY SERVICE.(*)

Unions.	N. S.	P.E.I.	N. B.	Que.	Ont.	Man.	Sask.	Alta.	B. C.	Total
Order of Railway Conductors	2	.....	2	4	19	2	1	2	4	36
Bro. of Locomotive Engineers	5	.....	4	9	31	3	1	2	4	59
Bro. of Locomotive Firemen	4	.....	4	9	27	3	1	2	4	54
Bro. of Railway Trainmen	6	.....	5	6	29	3	2	2	6	59
Bro. of Railway Freight & Baggagemen	2	.....	4	4	3	.....	.....	.....	.....	13
Order of Railway Telegraphers	3	1	2	1	5	.....	.....	.....	.....	12
Bro. of Railway Clerks	2	1	2	.....	.....	.....	.....	.....	.....	5
Bro. of Maintenance of Way Employees	3	2	11	14	29	11	9	6	13	98
Bro. of Railway Carmen	2	.....	2	6	14	3	1	2	4	34
Total	29	4	36	53	157	25	15	16	35	370

* In addition to the unions enumerated in this table, there are a federal labour union of railway employees in Prince Edward Island, a switchmen's union in Ontario, and a union of railway storemen in Manitoba.

GENERAL TRANSPORT.

Unions.	N. S.	P.E.I.	N. B.	Que.	Que.	Man.	Sask.	Alta.	B. C.	Total
Inter. Team Drivers' Union	.....	.....	1	1	15	2	.....	1	1	21
Inter. Longshoremen's Association	.....	.....	1	2	17	.....	.....	.....	1	23
Amal. Asso. of Street Electric Railway Employees	.....	.....	.....	.....	5	1	.....	.....	3	9
Total	.....	.....	2	3	37	3	.....	1	7	53

GENERAL.

Unions.	N. S.	P.E.I.	N. B.	Que.	Ont.	Man.	Sask.	Alta.	B. C.	Total
Knights of Labour	.....	.....	.....	8	4	.....	.....	.....	.....	12
Industrial Workers of the World	.....	.....	.....	.....	.....	.....	.....	.....	4	4
Federal Labour Unions	.....	1	3	2	28	1	1	2	7	45
Total	.....	1	3	10	32	1	1	2	11	61

It will be seen that the largest number of international labour organizations existing in any one group of trades in Canada is in the railway service, in which here are 370. In the building trades, the number is 266; in the metal, engineering and shipbuilding trades 203; in the clothing trades, 74 and in the the printing and allied trades, 70. The 12 international organizations having the largest number of chartered branches in Canada are the following:—

Name of Union.	Number.
Bro. of Maintenance-of-Way employees	98
United Bro. of Carpenters & Joiners	71
Bro. of Locomotive Engineers	59
Bro. of Railway Trainmen	59
Bro. of Locomotive Firemen	54
Bricklayers & Masons Inter. Union	48
Journeymen Tailors' Union of N. A.	41
Inter. Asso. of Machinists	40
Inter. Typographical Union	39
Order of Railway Conductors	36
Bro. of Railway Carmen	34
Iron Moulders' Union of N. A.	33

NOVA SCOTIA LEGISLATION AFFECTING LABOUR, 1907.

THE first session of the Thirty-fourth General Assembly of the Province of Nova Scotia convened on February 14, and was prorogued on April 25, 1907. Some 66 public statutes were assented to, among them being a number of special interest from the standpoint of labour and industry. A review of these is given in the following article.

Protection of Coal Miners.

A number of amendments to The Coal Mines' Regulation Act were passed, affording additional protection to employees in and about coal mines.

The section providing for the appointment of check weighers previously required that every such weighman should be a certificated miner of three years' service and should be, at the time of his appointment, employed as a miner in the colliery at which he is to serve. This provision is amended by the deletion of the words "as a miner" in the closing phrase.

The rule requiring the tops of shafts which are for the time being out of use or are used only as air shafts to be kept securely fenced, is amended by the addition of a provision requiring that the manner of fencing shall be as directed by

the commissioner. Two new rules to be observed in every coal mine are added, the first providing that in a mine usually entered by means of machinery, a certificated person of the proper age must be appointed for the purpose of working the machinery employed in raising or lowering persons engaged therein, and must attend for such purpose during the whole time that any person is below ground in the mine. The second rule provides that in every mine in which men are raised or lowered in a shaft there must be attached to the cage used for that purpose such safety appliances as may be agreed upon between the owner or manager of the mine and the inspector of mines.(1)

Safety Lamps.

An important addition is made to the law respecting the use of lamps or lights in mines. Under its terms, the governor-in-council may appoint in any mining district of the province a commission of three members, one a working miner, one the owner of a mine or his agent, and one a person of experience in coal mining, but not employed in or connected with any mine in operation. The commission is to have power to examine mines and to recommend that no lamp or light other than a locked safety lamp be allowed therein. On a report to this effect to the Commissioner of Mines, an order may be issued giving effect to the recommendation, the commissioner having the power, in the case of the refusal of the owner or manager of a mine to comply with the order, to close the mine and impose a penalty of not less than $1,000 for every day that work is carried on below ground in violation of the order. (2)

Employment of Stationary Engineers.

The sections of the Coal Mines' Regulation Act having reference to the certification and employment of stationary engineers are considerably enlarged. With respect to the appointment of boards of examiners to grant certificates of competency to engineers, the commissioner is given power to declare any locality in which coal mining is carried on to be a mining district, and may establish a local board of examiners for that district, the board to consist of three members, one to be appointed by the governor-in-council, one to be appointed by the managers of the mines in the district, and the third to be chosen by the engineers holding certificates in the district, at a meeting to be called by the commissioner. Local boards of this kind must meet not less than twice each year; their powers embrace the examination of candidates and the granting of second and third class certificates.

The sections defining the eligibility of candidates for first, second and third class certificates, are considerably altered. A candidate for a third class certificate must hold a license as fireman, or have served for not less than six months as fireman, or twelve months as an engineer, assistant engineer, pumpman, oiler or locomotive engineer, or eighteen months at mechanical work in a machine shop. For a second class certificate, the candidate must be 21 years of age, the holder of a third-class certificate and must have been employed not less than one year as a third-class engineer. For a first-class certificate the candidate must be at least 24 years of age, the holder of a second-class certificate, with an experience of one year at mechanical work on mining machinery, or of one year's experience in charge of a hoisting or haulage engine, or two years in charge of a colliery engine other than the engine just specified; or he must be the holder of a second class certificate with an experience of twelve months in charge of a steam plant or of three years at mechanical work in a machine shop.

With regard to the employment of engineers, the provisions of the law have been considerably altered. Engineers in charge of a plant of not less than 100 and not more than 300 horse power must be holders of at least a third-class certificate. Holders of second-class certificates may take charge of plants of over 300, but not more than 800 horse power, while

(1) Chap. 35.
(2) Chap. 35.

holders of first class certificates may take charge of plants of over 800 horse power. Previously, the limits prescribed were, from 25 to 200 horse power in the case of holders of third-class certificates; from 200 to 500 horse power for holders of second class certificates, while all engines of upward of 500 horse power were required to be in charge of holders of first-class certificates. Further, an engineer in charge of an engine of not more than 300 horse power, used for lowering or lowering persons in and out of a mine, or of moving men therein, must hold at least a third class certificate, and if the engine is over 300 horse power the engineer must be the holder of a second-class certificate. Engines of not less than 75 horse power, used for the purpose of ventilating a mine and upon the movement or operation of which the safety of any person or persons depends, must be in charge of an engineer holding at least a third-class certificate. In every steam plant of 500 horse power or over there must be on duty in the fire-room at all times while all or any part of the plant is under steam, a licensed fireman or an engineer who holds at least a third-class certificate. ([3])

Technical Education.

A very important act of the session was one providing means for the establishment of a technical educational system for the province. The plan outlined calls for the establishment of an institution at Halifax to be entitled the Nova Scotia Technical College, to afford facilities for scientific research and instruction and professional training in civil, mining, mechanical, chemical, metallurgical and electrical engineering, or other departments which may be added from time to time. The sum of $100,000 is voted for securing a site, building and equipment. Provision is also made for the establishment of local technical schools, at such places as may be deemed advisable, for the purpose of furnishing industrial education of such character and extent as will most effectively meet the requirements of the population and the industries of the locality. The principal of the institution at Halifax is to be known as the Director of Technical Education. He i to be appointed by the governor i council for the specific purpose of exercis ing supervision over the conduct an management of all institutions estab lished under the act, of reporting upo and advising the council in all matter relating to engineering, mining an technical education, and to promote th establishment and efficiency of loca technical schools. He is required t report annually to the legislature con cerning the state of technical educatio in the province and the condition o efficiency of the schools under his super vision. The director is also to decide a to the points at which technical school will be established. Provision is mad for the appointment of professors and of a teaching staff at Halifax, and for th appointment of instructors for the loca schools. The Halifax college is given th power to grant degrees, prescribe qualifi cations, etc. The expenses of the Hali fax institution will be defrayed out of th provincial treasury, and those of th local schools out of the local aid pro vided; supplemented by allowances fro the provincial trasury. ([4])

Schools for Miners.

The schools of instruction for miner previously sanctioned are continued b the act, their establishment and main tenance henceforth to be under th direction of the Council of Public Instruc tion. The purposes of the schools are t instruct persons to qualify for obtainin certificates of competency as under ground managers, overmen, or stationary engineers under the provisions of "The Coal Mines' Regulation Act". These schools will henceforward be under the supervision and control of the Directo of Technical Education, and the in structors will be appointed on his recom mendation. No instruction or examina tion fees are to be charged, except in the case of persons who desire instruction but are not contemplating examinatio for a certificate. The expenditures ne cessary for the establishment and mainte nance of the schools are to be defrayed

([3]) Chap. 36.

([4]) Chap 1.

out of the provincial treasury on certificate of the Director of Technical Education. (5)

Deductions from Wages for Medical Attendance.

Under the Companies Doctors' Act, a monthly deduction from the wages of employees in mining or manufacturing establishments may be made for medical attendance, the employees being permitted to select the practitioner to whom the deduction is to be paid over. The act originally provided that if 125 employees, or in establishments where less than that number are employed, the majority of the employees unite in specifying a doctor, the latter must be recognized as the regular medical attendant of the company. This provision was amended in 1906 to the effect that if 40 per cent. of the employees in any case specify the doctor the latter must be accepted by the company. The percentage is reduced by act of the past session to 25 per cent. (6)

Industrial Statistics and Immigration.

The appointment of an officer, to be attached to the Provincial Secretary's Department, and to be known as the "Secretary of Industries and Immigration," was provided for in a special act. The duties of the new officer will be to collect and arrange facts and statistics relating to the agricultural and other industrial interests and resources of the province and to disseminate the same with a view to promoting the progress of the province and to encourage immigration from other countries. Under the same act the Provincial Secretary is authorized to make arrangements with the government of Canada for the collection and publication of industrial statistics relating to Nova Scotia, and to co-operate with the immigration service of the government of Canada or with any other agency for the encouragement of immigration from other countries into the province. The Secretary of Industries and Immigration will be required to report annually to the legislature concerning the work of his office. (7)

(5) Chap. 1.
(6) Chap. 45.
(7) Chap. 9.

Old Age Pensions and Miners' Relief Societies.

The appointment was authorized of a commission of three members to examine into and report upon the feasibility of adopting some scheme providing old age pensions for workmen, and particularly for workmen who have by themselves, or in conjunction with their employers, established benefit or relief societies. The commission will also examine into and report on the organization and administration of existing miners' relief societies. (8)

Sunday Street Cars.

The Municipal Act and the Town's Incorporation Act of the Revised Statutes of Nova Scotia, 1900, contain sections permitting municipal councils to pass by-laws to prevent the profanation of the Sabbath. Two acts were passed during the recent session extending these clauses by giving councils the right to pass by-laws regulating the running of streetcars on Sunday. (9)

The Price of Electric Light and Energy.

An act was passed requiring persons, firms, municipalities, etc., furnishing electric light or energy for sale, to file a schedule of the prices charged in the office of the provincial secretary before July 1, 1907. These charges may be reduced or modified by the governor-in-council and no increase may be made without the approval of the governor-in-council. Applications for an increase or decrease in the charges must be advertised in one or more newspapers printed and published in the locality where the light or energy in question is supplied, for a period of not less than 30 days. A minimum penalty of $50 is prescribed for any person collecting higher charges than may be warranted by the schedule. (10)

Notes.

The law providing for the *protection of forests* against fires is amended so as to

(8) Chap. 16.
(9) Chaps. 47 and 56.
(10) Chap. 40.

permit prosecutions for contraventions to be begun within twelve calendar months after the contravention. The time limit was previously six months. ([11])

An addition is made to the *Liquor License Act* defining the responsibilities of transportation and express companies in the matter of forwarding liquor to municipalities in which the Canada Temperance Act is in force. ([12])

An act was passed amending the provisions of the law with regard to *coal mining leases* covering submarine tracts, and other coal leases.([13]) The right of a coal mining lessee to enter upon private property was rendered more specific. ([14])

The salaries of members of the Executive Council of the province are increased to $5,000, the Prime Minister to be paid a further sum of $1,000. These salaries were formerly $3,200 for ministers with an additional $800 for the Prime Minister. ([15])

A special act was passed permitting any municipality in the province to become a member of the *Union of Nova Scotia Municipalities*, and to pay the annual subscription fee thereto and the expenses of any delegate to meetings of the Union or of the executive. ([16])

Acts were passed incorporating the Inverness Co-operative Society, Limited; incorporating the Children's Aid Society of Halifax County; providing a superannuation fund for the officials and employees of the Fire Department of the City of Halifax; and respecting the compulsory education of children in the city of Sydney.

([11]) Chap. 64.
([12]) Chap. 7, sec. 4.
([13]) Chaps. 32, 33 and 34.
([14]) Chap. 34.
([15]) Chap. 8.
([16]) Chap. 52.

In 1905, Nova Scotia municipalities were authorized to borrow money for the purpose of supplying *seed grain* to their respective polling districts, and to make the amounts due for such grain a lien upon the real property of the purchaser and his endorser.([17]) A section is added to the act defining the method in which such liens may be discharged by the registrar of deeds. ([18])

In an act "for the encouragement of agriculture", it was previously provided that *agricultural societies* might be organized in any county or in adjoining counties where not less than 25 persons became members by signing a declaration in a specified form and paying a fee, the total fees to be not less than $40. This provision is amended so that 15 instead of 25 persons may now constitute a society of this kind. ([19])

An act was passed relating to the registration and identification of *motor vehicles* and their use of public highways. The speed limit is fixed at one mile in eight minutes in cities, towns or villages where the territory contiguous to the highway is closely built up, or a rate of one mile in five minutes elsewhere in cities, towns and villages. Outside of cities, the limit is placed at one mile in four minutes. Extended provisions are included in the act for the further safeguarding of the public. A *chauffeur*, (a term which includes any person operating a motor vehicle as mechanic, employee or for hire) is required to pay a registration fee of $2.00, and must wear a registration badge pinned on his clothing in a conspicuous place at all times while operating a vehicle on a public highway.([20])

([17]) Stat. 1905, chap. 5.
([18]) Stat. 1907, chap. 15.
([19]) Chap. 17.
([20]) Stat. 1907, chap. 14.

THE "LORD'S DAY ACT," 1906—ADMINISTRATION IN THE SEVERAL PROVINCES.

IN the act "respecting the Lord's Day," passed at the session of the Dominion Parliament held in 1906, special reference is made to the status of the act and the method in which it is required to be administered in the several provinces. The sections inserted in the act in this connection are as follows:—

14. Nothing herein shall be construed to repeal or in any way affect any provisions of any act or law relating in any way to the observance of the Lord's Day in force in any province of Canada when this act comes into force; and where any person violates any of the provisions of this act, and such offence is also a violation of any other act or law, the offender may be proceeded against either under the provisions of this act, or under the provisions of any other act or law applicable to the offence charged.

15. No action or prosecution for a violation of this act shall be commenced without the leave of the attorney-general for the province in which the offence is alleged to have been committed, nor after the expiration of sixty days from the time of the commission of the alleged offence.

In addition to the above, incidental reference is made in other sections of the act to the status of provincial legislation on the subject. In a further section it is enacted that the law should go into force on the first day of March, 1907.

Action of Attorneys-General.

In connection with the coming into force of the law on the date named, action of a special nature was taken by the Attorneys-General of certain of the provinces by way of pointing out to those charged with the immediate administration of the criminal law the provisions of the new statute, and of defining what the attitude of the Provincial Department would be in the event of prosecutions being undertaken. A brief statement of the action taken in this connection in the several provinces is given in the following article:—

Nova Scotia.—A circular letter bearing date February 25, 1907, was issued from the office of the Attorney-General of Nova Scotia to the mayors and clerks of all cities and towns, to the wardens and clerks of municipalities, and to the chiefs of police throughout the province. A copy of this letter is as follows:—

HALIFAX, February 25, 1907.

Sir:—

I beg to call your attention to the Dominion Lord's Day Act, and to inform you that this Act comes into force on March 1st, next.

This Act does not, in my opinion, supercede our local Act relating to Sunday observance, but must be read and used as additional legislation on the subject.

You will observe that by the express terms of the Dominion Act, "no action or prosecution for a violation of this Act shall be commenced without the leave of the Attorney-General for the province in which the offence is alleged to have been committed, nor after the expiration of sixty days from the time of the commission of the alleged offence."

As the intention of Parliament, in passing this Act, was to secure a proper observance of the Lord's Day, and, as under the provisions of the Act quoted above, the consent of my Department is necessary before prosecutions under it are commenced, I deem it proper to call your attention specially to its provisions, and to inform you that if my attention is called to any violation of the Statute and the particulars therein furnished, prompt consideration will be given thereto and consent to prosecutions given wherever, in my opinion, it is necessary to carry out the intention of Parliament.

I would also point out that under our local Act, no consent of this Department is necessary in order that prosecutions may be commenced for its enforcement.

I have the honour to be,

Yours etc., etc.,

(Signed) ARTHUR DRYSDALE,
Attorney-General.

In a communication received at the Department of Labour from the Hon. the Attorney-General of Nova Scotia, with reference to the above, the following statement is made:—

"Sunday has been very well observed in this province and no complaints respecting Sunday labour have been made, except against the running of tramways or street cars and in regard to work done by the Dominion Steel Company and one gold mine.

The effect of the Dominion legislation has been good. Before Confederation there was an Act passed by the Legislature of this Province concerning 'Offence against religion.' Section 2 of that Act imposed a fine for the desecration of the Lord's Day. This Section will be found in the Revised Statutes of Nova Scotia, fifth series, appendix A, page 24.

"The Supreme Court of this Province has decided that our Provincial Legislature has no power to amend this clause and that it is still in force. This decision was given in The Queen *vs.* Halifax Electric Tramway Company, Vol. 30, Nova Scotia Reports, page 469. Under this Act, no consent of this Department is necessary to a prosecution. The consent of this Department will be given to prosecutions in all cases in which it is necessary to carry out the provisions and intentions of the Dominion Act."

Prince Edward Island.—The Department was informed by the Hon. the Attorney-General of Prince Edward Island that in cases of violation of the

act brought to the notice of the government, the offenders would be prosecuted in the usual way, and that no obstacle would be placed in the way of the enforcement of the law as it has been enacted.

New Brunswick.—A circular was issued by the Hon. the Attorney-General of New Brunswick to the chiefs of police of the various cities and towns throughout the province enclosing copies of the Lord's Day Act, and informing them that on the particulars of any alleged violation of the act being brought to the attention of the Attorney-General, he would give leave to take proceedings. It was also suggested that the chiefs of police should make it generally known that the provisions of the statute would be enforced. The full text of the communication was as follows:—

ST. JOHN, N. B., Februrary 11, 1907.

To

The Chief of Police of———

Sir:—

I beg to enclose you herewith a copy of the Dominion Lord's Day Act, and also list of the Provincial Lord's Day Acts, including the New Brunswick Statute passed before Confederation, and which is still in force in this Province.

You will observe that by Section 15, of the Dominion Lord's Day Act, it is provided that "no action or prosecution for a violation of this Act shall be commenced without the leave of the Attorney-General for the Province in which the offence is alleged to have been committed, nor after the expiration of sixty days from the time of the commission of the alleged offence."

As this Act will come into force on the First of March next, I have thought it well to send you a copy, and also to inform you that if you will call my attention to any violation of the Statute which comes under your notice, and furnish me with the particulars of such violation, I shall give the same immediate attention. I feel that I can rely with confidence upon you, and upon other officials in your community who have to do with the administration of the law, to take the necessary steps to prevent an infringement of its provisions. The intention of Parliament in passing the Act was to secure, as far as may be reasonably possible, a proper observance of the Lord's Day, and it is the duty of all good citizens to themselves obey the law and to assist in preventing a violation thereof by others. Making it clearly understood that you and the officers under you will feel it to be your duty to insist upon a compliance with the Statute will go far toward ensuring a respect for its provisions, and so relieve you of the necessity of instituting prosecutions. Whenever, however, such prosecutions should become necessary, you will, I am sure, not fail in your duty in this regard.

I have the honour to be, Sir,

Your obedient servant,

(Signed) WILLIAM PUGSLEY,
Attorney-General.

Quebec.—The Lord's Day Act was not made the subject of any special announcement making known the intention of the Department of the Attorney General of Quebec with regard to its application . As each case comes up, the Department will examine it on its merits and decide according to the different circumstances which it presents. At the last session of the Legislature of Quebec an act was passed which considerably modifies some of the enactments of the Federal statute. Sunday labour is in general prohibited, except in cases of urgency or necessity. The law with regard to Sunday trade existing in the Province of Quebec prior to the passing of the Federal Act will also continue to apply, no changes having been introduced.

Ontario.—It was stated by the Hon. the Attorney-General of Ontario that when application is made for authority to take proceedings, he will consider each case as it comes up.*

Manitoba.—No action of an official nature was taken or announcement made in Manitoba in the matter of the enforecment of the act.

Saskatchewan.—It was announced by the Hon. the Attorney–General of Saskatchewan that he would give his consent to prosecutions for infractions of the act.

Alberta.—A communication similar in form to that sent out by the Hon. the Attorney-General of New Brunswick, except that the opening paragraph was omitted, was forwarded, on the instruction of the Hon. the Attorney General of Alberta, to all police officers and to the several Northwest Mounted Police stations throughout the province.

British Columbia.—It was announced by the Hon. the Attorney-General of British Columbia that the government would not give its consent to prosecutions under the Lord's Day Act.

(*) For, a statement re test cases under the Act in Ontario see "Recent legal decisions affecting labour," in the present issue.

PROGRESS OF THE NORTHWEST PROVINCES, 1870-1906.

THE Province of Manitoba and the Northwest Territories were admitted into, and became a part of, the Dominion of Canada on July 15, 1870. A special census of Manitoba, taken in that year, showed it to have a population of 12,228, exclusive of Indians. In 1881, the first regular census of these portions of Canada was taken, and Manitoba and the Territories combined were shown to have a population of 105,681, inclusive of 22,783 Indians. The area under wheat in the same year was 56,971 acres, and the production 1,153,328 bushels, together with 302,049 bushels of barley and 1,330,220 bushels of oats.

Ten years later the population of Manitoba and the Territories had risen to 219,305, and the area in wheat to 1,010,430 acres. There were also 64,972 acres in barley and 317,848 acres in oats, the total production being: Wheat, 17,884,629 bushels; barley, 1,667,893 bushels, and oats, 9,998,556 bushels.

In 1901 the population was 419,512, and the area in wheat, 2 495,466 acres, in barley, 162,557 acres, and in oats, 833,390 acres. Owing to a period of unusual drought, the grain crops recorded in that year were a comparative failure. The aggregate yield, however, of the three kinds of grain was 43,000,000 bushels.

On September 1, 1905, Saskatchewan and Alberta were given the status of provinces, their area comprising that formerly included in the Territories, and on June 24 of the following year a census was taken of the new provinces and Manitoba. The results of this census were announced during June. The returns throw a very interesting light on industrial developments in this part of the Dominion during the first six years of the present century and on the rate of progress as compared with the earlier periods above mentioned.

The population in 1905 was shown to be 808,863, being an increase in five years of 389,351, compared with an increase of only 200,207 in the ten year, 1891-1901, and 113,624 in the ten years, 1881-1891

The census of June 24, 1906, took the area and production of field crops of 1905, and the area only for the crop of 1906. The production for the latter year, however, has since been computed from the reports of 2,000 farmers, who gave actual average yields for their own farms and estimated averages for the townships in which they reside. The returns for each year by provinces are shown in the following table:—

TABLE SHOWING CROP AREAS AND YIELDS, NORTH WEST PROVINCES, 1905-1906.

Provinces.	1905		1906	
	Acres.	Bushels.	Acres.	Bushels.
Manitoba—				
Wheat	2,422,345	47,526,586	2,722,386	54,637,120
Barley	253,942	7,544,150	343,412	12,254,030
Oats	779,279	31,458,692	931,373	44,742,301
Saskatchewan—				
Wheat	1,381,921	31,799,198	2,117,486	50,329,423
Barley	40,732	1,196,419	77,576	2,828,447
Oats	606,346	25,623,849	901,646	41,885,285
Alberta—				
Wheat	147,921	3,035,843	223,930	5,871,397
Barley	80,900	2,231,878	108,175	3,878,683
Oats	311,804	11,728,314	489,627	24,032,423
Totals for the Three Provinces—				
Wheat	3,952,187	82,461,627	5,063,802	110,837,949
Barley	375,574	10,972,447	529,163	18,961,160
Oats	1,697,429	68,810,855	2,322,646	110,659,959

The whole area in wheat, barley and oats increased from 3,491,413 acres in 1900 to 6,025,190 acres in 1905, and to 7,915,611 acres in 1906; and the yield of the three crops increased from 43,252,664 bushels in 1900 (which was a bad harvest year) to 152,244,929 bushels in 1905, and to 240,458,068 bushels in 1906. The number of farms increased from 31,815 in 1891 to 54,625 in 1901, and to 120,439 in 1906. In the decade 1881 to 1891 the yield increased from 2,780,100 to 29,500,000, and in the following decade to 43,000,000.

INTERNATIONAL LABOUR LEGISLATION—DISPATCHES ON THE SUBJECT FROM THE COLONIAL OFFICE REFERRED TO THE MINISTER OF LABOUR.

DURING the month of May, there were two references from the Privy Council to the Department of Labour of dispatches from the Secretary of State for the Colonies to His Excellency the Governor-General. One (P. C.1480M) consisted of a memorandum on the International Conference on Labour Regulation, held at Berne, Switzerland, in September last, with the text of an International convention on the Prohibition of Night Work for Women in Industrial Employment and an enquiry whether the government of Canada was prepared to adhere to the same; the memorandum set forth the facts also relating to a second convention concerning the prohibition of the use of yellow phosphorus in match manufacture, which was signed by the representatives of certain powers, but not by those of Great Britain. The second dispatch (P. C. 1481M) contained the terms of an address for a return to the Imperial House of Commons with regard to compulsory Native Labour and a covering letter requesting the communication of the same to the Ministers of His Excellency, and a request that His Excellency should invite them to arrange for the information as regarded Canada.

International Conference on Labour Regulation.

The memorandum on the International Conference on Labour Regulation set forth that His Majesty's government was represented at the International conference on certain industrial questions held at Berne, in September, 1906, at which were signed the conventions in question. Both conventions had been discussed at a preceding conference at Berne, in 1905, attended by representatives of Great Britain, France, Germany, Belgium, Holland, Luxemburg, Norway, Sweden, Denmark, Austria, Hungary, Italy, Spain and Portugal, a total with Switzerland herself of fifteen countries. The gathering was convened by the Swiss government. At this preliminary conference, drafts were drawn up to serve as the bases of two conventions on the subjects indicated. One, dealing with night work for women, proposed an obligatory rest period of 11 hours, including always the period from 10 p. m. to 5 a. m.; it permitted exceptions in specified cases, applied to almost all industries of importance and to all establishments in those industries (except family workshops) in which more than ten persons were employed. This draft was accepted by all the powers represented except Great Britain, whose delegates had not been authorized to enter into any binding agreement, but who pointed out that the laws in force in Great Britain already substantially secured the desired result. With regard to the draft relating to the white phosphorus convention, prohibition of the use of the article named was proposed after January 1, 1911; the agreement, however, was only to become operative if accepted by all the states represented at the conference and by Japan. This proposal was signed by twelve of the States represented, Great Britain, Norway and Sweden dissenting.

At the conference of 1906, the same states were represented with the exception of Norway. The British delegates to this conference were instructed to propose two amendments to the convention relating to Night Work for

Women as drafted. The first proposed to insert in the convention an article binding the governments concerned to secure by adequate administrative control the strict enforcement in their respective territories of the provisions of the convention; this was accepted by the conference and embodied in the convention. The second amendment proposed the establishment of an international commission to which might be referred all matters arising out of the convention, and which might, under certain limitations, arrange for further international conference on industrial questions. On this proposition the opinion of the conference was divided. At the outset, six of the fourteen states represented declared in its favour; but after prolonged discussion the number of states supporting a somewhat modified proposal along the same lines was raised to ten. The remaining four states, Germany, Austria, Hungary and Belgium, were not ready to assent and it was thought inadvisable to proceed to the establishment of a commission of the character proposed without their concurrence. The views of the majority were, therefore, embodied in the form of a resolution, and the resolution will become a convention when the dissenting powers shal have notified the Swiss Government of their adhesion to its terms.

The convention on Night Work for Women, in its final form, was signed on September 26, by the delegates of all the States represented at the conference. The alterations necessitated by the convention in English law were stated to be the abolition of two exemptions of old standing and which are believed to be obsolete in effect; a bill for their abolition will, however, be presented to parliament in due course.

Use of White Phosphorous in Match Factories.

With regard to the further subject of the conference on September last, the question of the prohibition of the use of white phosphorus in the manufacture of matches, the memorandum points out that the reason for the prohibition was the desire to suppress the disease of necrosis, or "phossy jaw", of which it is the cause. In 1900, the Home Secretary of the United Kingdom, after full investigation, imposed on match factories where white phosphorus was used, a code of strict regulations, which, it is stated, has had the effect of practically suppressing the disease in England. It is pointed out that if the use of the material is prohibited in England it would be necessary in justice to British manufacturers, who now employ it to prohibit importation of matches containing it, that other countries using white phosphorus in match manufacture join in the agreement of prohibition. Since the evil resulting from the use of white phosphorus could be effectively suppressed by regulation, no justification existed for the prohibition. The British Government, however, was unwilling that its attitude should hinder other governments from adopting a measure which seemed to them desirable, and the British delegates were, therefore, authorized to accept the convention prohibiting the use of white phosphorus in the manufacture of matches on condition that the prohibition should be unanimously enforced by all the states represented and by Japan. This condition, however, was not attained. The governments of Sweden, Spain and Portugal declined to consent to prohibition. Japan had intimated that she was not prepared to act in the matter. Austria, Hungary and Belgium adopted the same attitude as Great Britain. The remaining seven states: France, Germany, Holland, Denmark, Luxemburg and Italy entered into a convention of prohibition as among themselves.

The memorandum closes with the following statement:—

> Limited as the outcome of the Conference has been in this respect, the signature of the Convention on Night Work by the representatives of so many industrial countries must be regarded as a remarkable achievment of the movement of which it is the result. To the Association Internationale pour la Protection Ouvrière —an unofficial body centered at Bâle with branches in several countries—the initiative in that movement has been largely due; its development to the Government of Switzerland. The complete unanimity in all the essential matters relating to this Convention shown by the delegates of the Powers, gives good ground for the expectation that it may be the precursor of other Agreements for the common advantage of the industrial classes in the participating States.

The conventions on Night Work for Women and the use of white phosphorous in match manufacture are printed in French and English and attached to the memorandum, as also is the resolution proposing an international commission. The first which proceeds along the lines above indicated, contains also an article declaring that the convention "shall only apply to a colony, possession or protectorate when a notice to this effect shall have been given on its behalf by the Government of the mother country, to the Swiss Federal Council." In accordance with the article in question the convention had been referred by the Secretary of State for the Colonies to His Excellency the Governor-General for the purpose of learning the views of the Government of Canada. The convention relating to the use of white phosphorus prohibited the use of the material in the manufacture of matches after January 1, 1911, but Great Britain, not being a signatory, there was no request for the views of the Dominion Government.

The Proposed International Commission.

The resolution relating to the proposed international commission is a document of particular interest, although at the moment nothing has resulted from the proposition. As has been stated, however, it awaits only the signature of the four states of Germany, Austria, Hungary and Belgium to become a convention covering the chief nations of Europe and such of their colonies and dependencies as may wish to be included within its operation. The terms of the resolution, in so far as proposed action in relation to other matters than those arising out of the convention relating to Night Work for women are as follows:—

The Commission could further be called upon..... without prejudice to the initiative of each contracting State, to serve as an instrument for a preliminary exchange of views, in cases where the High Contracting Parties are in agreement, as to the utility of convening new conferences on the subject of the condition of the working classes.

The Commission would meet at the demand of one of the contracting States, but not more than once a year, except in the case of an agreement between the contracting States for a supplementary meeting owing to exceptional circumstances. It would meet in each of the capitals of the European contracting States successively and in alphabetical order. .....

The Delegates mentioned above request the Swiss Government (who agree) to be good enough, until the closing of the record of deposit of ratifications of the Convention to continue the negotiations for the adhesion to the present Resolution of the States whose delegates have not signed it.

This Resolution will be converted into a Convention by the contracting States, through the agency of the Swiss Government, as soon as it shall have received the concurrence of all the States signatories to the Convention.

The resolution was signed by the representatives of Denmark Spain, France, Great Britain, Italy, Luxemburg, the Netherlands, Portugal, Sweden and Switzerland.

BRITISH ASSOCIATION FOR LABOUR LEGISLATION.

THE Department of Labour has received a copy of the report for the two years 1905–7 of the British Association for Labour Legislation, being the British section of the International Association for Labour Legislation, also a copy of the report of the delegates to the fourth biennial meeting of the International Association for Labour Legislation held at Geneva, September, 1906. The report is of special interest in view of the disposition from the colonial office on the subject of Labour Legislation referred to above.

The British section of the International Association for Labour Legislation was organized on February 24, 1905, and the report received covers the two years following that date. The Association itself has its headquarters at Basle, Switzerland, and the objects are set forth as being as follows:—

1. To serve as a bond of union to all who believe in the necessity for labour legislation.
2. To organize an International Labour Office.
3. To facilitate the study of labour legislation in all countries, and to provide information on the subject.
4. To promote international agreements on questions relating to conditions of labour.
5. To organize International Congresses on Labour Legislation.

The president of the International Association is Herr Heinrich Scherrer, councillor of state, Switzerland, and the

general secretary, Prof. Stephan Bauer, F. R. E. S. The president of the British section is Prof. Thomas Oliver, M. D., F. R. C. P., and the Honorary secretary Miss S. Sanger.

The International Association has published for some years in German and French a bulletin which contains the text of recent labour laws in all countries, notes on all actions taken in the various legislatures, resolutions of congresses, etc., and an International Bibliography of Labour Legislation. Arrangements have now been made by the British Association with the International Association whereby the Bulletin will be printed also in English.

Each section contributes £40 annually, to the funds of the central organization. Canadian members may be enrolled in the British section until a separate section or branch can be organized in the Dominion, and the Bulletin will be supplied by the British section to any member who subscribes a minimum of 10s. 6d. per annum, or, if a branch of 25 members is formed, then the Bulletin will be supplied on terms considerably better than this.

The report of the British section concludes with the following remarks, which bear in part on the subject discussed in the dispatches referred to by the Privy Council to the Minister of Labour:—

"We cannot conclude the first report of the British Section without referring to the great success the International Association achieved in the conclusion of the Berne Conventions last September. These treaties were brought about through the initiative of the Association after six years' steady work, in which, however, unfortunately, tnere was then no British Section to take part. The attitude of the British Government towards the Conventions has received much attention from the British Section. Although the British Delegates at Berne were empowered to sign the Convention relating to the night work of women, and thus a valuable precedent has been formed, yet the action of the Government in refusing to adhere to the Convention prohibiting the use of yellow phosphorus in the manufacture of matches came as a great disappointment, and no pains have been spared nor any opportunity lost of urging them to reconsider their decision. In this connection several questions have been asked in the House of Commons on behalf of the Association in special reference to the fatal case of phosphorus necrosis reported early this year, and the matter has been raised in the House of Lords by the Earl of Lytton.

"Although we cannot say that the attitude of this country towards international labour conventions has hitherto been altogether satisfactory, yet we confidently hope that, with the active co-operation of our members, the British Section will succeed before long in educating public opinion, and through it the Government, to take a broader view. By this means, that attitude of mind which is ready to seek for remedies for existing ills by national legislation, but ignores their international aspect, will be superseded. As a result the delegates from the British Section will not attend the Conference in 1908 painfully conscious of the fact that their country, which led the way in labour legislation for so long, appears from the international point of view as one of the more backward nations."

THE MANUFACTURING INDUSTRY IN CANADA—CAPITAL EMPLOYED AND VALUE OF PRODUCTS, 1900-1905.

ABSTRACTS of statistics showing the development of the manufacturing industry in Canada from 1900 to 1905 were issued by the Census and Statistic Branch of the Department of Agriculture, Canada, during June, 1907.*

It is shown that in 1900 the total capital employed in manufacturing establishments in Canada was $446,916,487, which had increased by 1905 to $843,-931,178, an increase of $397,014,691, or about 89 per cent. The total value of manufactured products in Canada was $481,053,375 in 1900, whereas in 1905 it was $715,035,965, an increase of $233,-982,590, or about 49 per cent.

The returns give a complete classification of the industry according to branches, with the amount of capital employed and the value of the products of each branch in 1900 and 1905 respectively. The following is a statement of the several branches in which the value of the product amounted in 1905 to $2,000,000 or over, showing both the amount of capital employed and the value of the product in the years named:—

(*) A review of a previous statement by the census on the subject of manufacturing in Canada, showing the value of manufactured products by provinces, and localities, was published in the Labour Gazette for June, 1907, page 1419.

TABLE SHOWING AMOUNT OF CAPITAL EMPLOYED AND VALUE OF PRODUCTS, 1900–1905, IN BRANCHES OF THE MANUFACTURING INDUSTRY, CANADA, HAVING PRODUCTS OVER $2,000,000 IN VALUE IN 1905.

	Value of Products.		Capital Employed.	
	1900	1905	1900	1905
Aerated and mineral waters	$ 806,532	$2,227,274	$ 905,741	$2,106,734
Agricultural implements	9,597,389	12,755,748	18,207,342	28,409,806
Boilers and engines	4,626,214	3,473,899	5,552,862	4,648,058
Boots and shoes	18,481,216	20,264,686	11,005,869	11,819,165
Bread, biscuits and confectionery	11,637,808	16,992,605	6,996,204	10,567,797
Brick, tile and pottery	3,299,917	4,774,305	4,210,244	7,110,685
Bridges, iron and steel	1,693,000	3,709,092	1,755,379	3,341,754
Butter and cheese	29,462,402	32,344,513	6,161,085	9,668,639
Car repairs	7,546,644	11,442,607	4,535,257	4,391,800
Carriages and wagons	6,650,912	8,347,509	6,615,525	9,654,926
Cars and car works	3,954,172	14,430,190	2,475,602	14,248,654
Cement, Portland	765,876	2,166,002	891,959	8,625,240
Clothing, men's custom	8,775,439	6,996,926	5,420,144	5,287,567
Clothing, men's factory	8,980,291	12,383,311	3,843,799	6,562,452
Clothing, women's custom	4,368,580	3,514,094	2,492,118	1,879,294
Clothing, women's factory	2,190,627	9,629,567	1,051,481	4,195,814
Coffee and spices	1,957,536	2,204,967	1,044,272	1,608,812
Cordage, rope and twine	2,212,663	2,756,147	2,335,246	2,324,173
Cottons	12,033,052	14,223,447	18,298,699	21,938,823
Drugs	1,380,905	2,893,321	1,616,608	2,746,968
Electrical apparatus and supplies	3,032,252	8,996,906	4,267,397	14,399,666
Electric light and power	2,008,017	7,587,899	11,891,025	80,393,445
Fish, preserved	8,025,630	7,923,664	7,992,893	7,858,248
Flouring and grist mill products	31,835,873	56,903,289	14,686,558	31,414,540
Foundry and machine shop products	15,292,445	24,013,094	16,274,645	30,351,498
Fruit and vegetable canning	2,831,742	3,598,900	2,004,915	3,480,215
Furnishing goods, men's	4,623,652	4,966,267	2,821,302	3,891,032
Furniture and upholstered goods	6,949,384	8,898,334	7,399,540	11,254,566
Gas lighting and heating	2,327,466	2,193,996	7,692,101	10,283,114
Gloves and mittens	1,024,245	2,423,584	778,003	1,566,980
Harness and saddlery	3,427,255	4,800,555	2,512,301	4,085,223
Hats, caps and furs	5,876,467	9,026,020	4,136,236	6,775,660
Hosiery and knit goods	3,857,519	6,682,195	3,723,197	6,682,195
Iron and steel products	6,912,457	9,881,385	9,829,560	9,071,938
Jewelry and repairs	996,313	2,356,710	613,053	1,627,329
Leather, tanned, curried and finished	12,068,600	15,142,217	7,300,584	11,193,851
Liquors, distilled	1,620,418	2,343,683	7,874,724	10,209,004
Liquors, malt	6,204,250	8,569,789	10,925,679	12,834,575
Log products	50,805,084	68,229,920	55,605,666	99,634,553
Lumber products	10,754,959	20,128,295	9,143,276	20,025,993
Musical instruments	3,023,730	3,689,205	3,990,728	5,172,176
Oils	3,519,493	4,519,929	2,431,271	3,939,308
Paints and varnishes	2,786,593	3,779,181	2,217,059	3,115,910
Paper	4,380,776	9,118,870	7,508,819	21,260,157
Plumbers supplies	821,584	2,885,183	588,162	2,291,855
Plumbing and tinsmithing	6,553,957	11,406,671	4,468,296	8,532,203
Printing and bookbinding	2,748,356	6,820,123	2,830,814	5,536,008
Printing and publishing	10,319,241	13,011,604	13,726,039	16,009,049
Rubber and elastic goods	1,173,422	2,335,358	1,354,321	1,240,900
Seed cleaning and preparing	1,472,087	2,001,346	502,900	660,100
Slaughtering and meat packing	22,217,984	27,220,363	5,395,162	6,748,110
Smelting	7,082,384	28,426,328	10,483,112	87,482,829
Soap	2,143,945	3,000,821	2,321,207	2,655,508
Sugar, refined	12,595,000	18,268,260	10,104,585	13,412,517
Textiles, dyeing and finishing	2,051,992	2,264,027	1,388,509	925,000
Tobacco, chewing, smoking and snuff	6,469,961	6,453,100	4,747,030	4,664,511
Tobacco, cigars and cigarettes	5,332,151	8,794,943	2,500,510	5,924,180
Wire	1,693,995	4,579,103	10,486,198	6,938,683
Wood pulp, chemical and mecCrnical	4,246,781	4,579,103	11,558,560	11,164,768
Woollen goods	7,359,541	5,764,600	10,486,198	6,938,683

In estimating the above totals of production, factories or works producing more than one class of product are classified with the kind showing the largest production, where the values of each kind were not obtained separately. In some cases, therefore, the statistics of production do not afford a basis of comparison as between the two years. In the case of wood pulp, for example, the value of the product in one large establishment was added to the values of paper; and in the case of boilers and engines, the value of the product was in several instances included in foundry and machine shop products, thus accounting for the decline that is shown in the returns. The only other decline in production shown above is in woollen goods, though the manufacture of bicycles has decreased, and the cotton bag industry does not figure in the 1906 return. The smelting industry quadrupled in output during the five years, and the manufacture o felectrical apparatus and power almost trebled. The cut stone industry showed the greatest rate of growth, the value of the product having increased 1,625 per cent. The manufacture of aerated and mineral waters increased 170 per cent: of axes and tools, 170 per cent; of Portland cement, 175 per cent; of bridges 125 per cent; of drugs, 100 per cent; of plumbing and plumbing supplies, 250 per cent; of wire, 140 per cent; of printing and bookbinding, 150 per cent; of jewellery and repairs, 135 per cent; of gloves and mitts, about 150 per cent; of roofing and roofing materials, 150 per cent, and of rubber and elastic goods 100 per cent

One of the most striking features of the return is the great growth shown in the ready-to-wear clothing industry at the expense of the custom trade Despite the large increase of population in the past five years, the made-to-order clothing industry has declined, while the output of ready-made garments has greatly increased.

As above stated, the capita employed in manufacturing increased about 89 per cent during the five year period, while the value of the products increased by only 49 per cent. The apparent disparity in these ratios of increase is explained as resulting from the inability of recently established works to produce to their fullest capacity. In cars and car shops, for example, the ratio of product to capital in 1900 was 151%, and n 1905 only 101%. In Portland cement works the ratios were respectively 86% and 15%, in smelting 67.5% and 32.5%, and in electrical light works, 17% and 9% respectively. The significance of these returns is that the five years have been a period of rapid expansion in industrial investments the full results of which have not yet been realized.

RECENT INDUSTRIAL AGREEMENTS.

Agreement between the Alberta Railway and Irrigation Company and Coal Miners in its Employ.

THE following agreement between the Alberta Railway and Irrigation Company and coal miners in its employ at the Lethbridge Mines is that referred to in the June issue of the Labour Gazette, as having been reached as the outcome of the reference of the dispute between the two parties to a Board of Conciliation and Investigation established under the Industrial Disputes Investigation Act, 1907. It will be remembered that during the establishment of the Board a telegram was received at the Department from Mr. F. H. Sherman, president of the District Union No. 18 of the United Mine Workers of America and who had been appointed a member of the Board as follows:—"Satisfactory agreement signed to-day with Alberta Railway & Irrigation Company. No need of Board now, thanks to Industrial Disputes Investigation Act. Congratulations." The following is the agreement in question:

LETHBRIDGE, June 5th, 1907

It is hereby AGREED between the ALBERTA RAILWAY AND IRRIGATION COMPANY, hereinafter called the Company, and the employees of the Coal Department of the Alberta Railway and Irrigation Company, as represented by the UNITED MINE WORKERS OF AMERICA, District No. 18, hereinafter

called the MEN; that the following scale of prices and the following rules shall take effect June 1st, 1907, and shall terminate March 31st, 1909, it being understood and agreed that the parties hereto will meet in conference sixty days prior to the expiration of this agreement, to discuss a renewal thereof.

The Agreement in Question is as Follows.

HOURS OF WORK.

SECTION 1. All miners and mine labourers shall work eight hours per day, it being definitely understood that this means eight hours work at their working place, exclusive of half-hour for noon time, with the exception of miners working by contract, who are to work eight hours at their working face.

The Company has the right to put inside men on at such hours as they may require, and if any man is required to work overtime, it is agreed that he will do so, the Company paying him overtime for the same *pro rata* on schedule rate.

FINE DUES AND ASSESSMENT.

SEC. 2. The Company will give the United Mine Workers of America full recognition, and concede the check-off system; that is to say, upon the request, in writing, by any one of the Company's employees. The Company will deduct such monies from their wages each month as is designated for fines, assessments and initiation fees and will give a list of the same, and pay over the amount deducted to the Local Secretary of the United Mine Workers of America; but the Company does not assume any responsibility or undertake to make any such payment where not indebted to the employees.

SETTLEMENT OF LOCAL AND GENERAL DISPUTES.

SEC. 3. In case of any dispute or grievance arising under this agreement or any Local Agreement made in connection therewith, whether the dispute or grievance is claimed to have arisen by the Company, or any person or persons employed, or by the men as a whole, then the parties shall endeavour to settle the matter, as hereinafter provided. But before any grievance or dispute shall be submitted to the Pit Committee, the person or persons affected shall endeavour by personal application to the Pit Boss to settle the matter, and in the event of them agreeing, their decision shall be final.

(*b*) In case of any local or other dispute arising in the mine and failure to agree between the Pit Boss and any employee, the Pit Committee and Mine Superintendent shall endeavour to settle the matter, and if they agree their decision shall be final.

(*c*) In the event of the failure of the Pit Committee and the Mine Superintendent to settle any dispute so referred to them, as well as any other dispute arising, the matter in dispute shall be referred to the General Superintendent or General Manager of the Company, and the officers of District No. 18, U. M. W. of A. for settlement, and if they agree their decision shall be final,

(*d*) In the event of the General Manager and District Officers of District No. 18 failing to agree, the matter in dispute shall be referred to a Board of Arbitration for settlement. The Board to consist of two representatives appointed by the Men and two appointed by the Company, who are not parties to the dispute. If the arbitrators appointed agree their decision shall be final. In case of their failure to agree, they shall endeavour to elect an independent chairman and a majority vote of the Board so constituted shall be final. Should the arbitrators fail to agree on a Chairman the Chief Justice of the Supreme Court of Alberta shall be asked to act or appoint someone to act on his behalf, and the award of the majority of the Arbitration Board thus constituted shall be final and binding on both parties. The cost of the arbitration to be borne as the Board of Arbitrators may direct.

(*e*) In the meantime, and in all cases, the mines, miners and mine labourers and all other persons involved must continue at work pending an adjustment in the manner above set forth.

IMPROVEMENTS AND EXTENSIVE REPAIRS.

SEC. 4. It is agreed that all men working on improvements and extensive repairs are not included in the jurisdiction of the United Mine Workers of America.

PENALTY FOR STOPPAGE OF WORK.

SEC. 5. If any employee or employees shall cause a stoppage of work in violation of this agreement, he or they shall be subject to discharge by the Company without recourse.

CONTRACT MINER DURING DAY'S WORK.

SEC. 6. Any contract miner taken from the face to perform day's work shall be paid 37½ cents per hour while employed at the same.

SPECIAL RULES, ETC.

SEC. 7. The right to hire or discharge, the management of the mine and the direction of the working forces are vested exclusively in the Company, and the United Mine Workers of America shall not abridge this right. It is understood and agreed that this agreement shall not conflict in any way with the Special Rules of the Company now in force, provided that the special rules shall not interfere with the rate of wages or the work to be performed under this agreement. The rule providing that eight men can claim a cage at any time is annulled.

CHECK-WEIGHER.

SEC. 8. The Company will grant the right of the miners to employ check-weighers, and will grant the said check-weighers every facility to enable them to render a correct account of all coal weighed, and will allow the cars to be tared from time to time, and the machine to be properly tested from time to time, and will deduct from the wages of all contract miners such amounts as individual orders may be presented for from time to time, and will pay over the same to the Secretary of the Local Union for wages of check-weighers.

SEC. 9. The Company will endeavour to see that an equal turn of cars be offered each miner, and that he be given a fair chance to obtain the same.

UNDERGROUND DAY WAGES.

Bratticemen	$ .37½	per hour
" helpers	.31½	"
Timbermen	.37½	"
" helpers	.31½	"
Drivers	.34⅜	"
" wet places	.37½	"
" boys	.18¾–.31¼	"
Track layers	.37½	"
" helpers	.31½	"
Miners	.37½	"
Couplers	.31½	"
" boys	.18¾	"
Switch boys	.15⅝–.31¼	"
Grippers	.31¼	"
" boys	.18¾–.31¼	"
Pipe fitter helpers	.31¼	"
Pumpmen	.40	"
Cager	.37½	"
Pusher	.37½	"
Pick carrier boys	.15⅝–.31½	"
Clutchmen	.37½	"
Trappers	.15⅝–.31¼	"

Where water falling from the roof is sufficient to wet a driver's clothing it shall be considered a wet place, other places shall be considered dry.

CONTRACT PRICES.

SEC. 10. All prices and conditions to remain as they are at present.

OUTSIDE WAGES.

SEC. 11. All outside wages and conditions to remain as at present.

Signed, sealed and delivered:

On behalf of the Company:

(Signed) P. L. NAISMITH,
General Manager.

(Signed) E. H. WILSON,
Witness.

On behalf of the men:

(Signed) E. H. WILSON, *Witness*	(Signed) JOHN R. GALVIN, *Vice-Pres. Dist. No.* 18.
E. H. WILSON, *Witness*	PETER PATTERSON, *National Board Member.*
E. H. WILSON, *Witness*	DONALD McNAB, *Pres. Local Union No.* 574, *U. M. W. of A.*
E. H. WILSON, *Witness*	S. A. B. CRABB, *Sec. Local Union No.* 574, *U. M. W. of A.*
	STIN. BEGALLA,
	JOHN BERTE.

Agreement between Contractors and Builders' Labourers, Ottawa, Ont.

On June 1, 1907, the following agreement was concluded between the Builders' Labourers International Protective Union of America, No. 4, of the City of Ottawa and the contractors and employers of the same city.

"1st. That the members of the Builders Labourers' Union No. 4 agree from the 1st day of June, 1907, to work 9 hours per day.

2nd. That the remuneration of such labour shall be paid for at the rate of 25 cents per hour without exception whatsoever.

3rd. That both the parties to this Agreement voluntarily consent and bind themselves, either on behalf of the Builders Labourers' Union No. 4, and the contractors or employers, as the case may be, not to change, alter or depart in any way from the above stipulations, agreements or understanding, without due notice of three months.

4th. That no member of this Union shall be allowed to work after five o'clock p. m., except in case of an emergency, unless paid time and a half, double time for Sundays.

5th. The contractor or employer shall also agree to allow the delegate of this Union to enter his works for the space of five minutes to interview the Union's shop steward on such works, and they also agree to accept all orders from all the Union shop stewards.

6th. This said Agreement shall go into effect on June 1st, 1907, and shall be valid until June 1st, 1909.

7th. Contractors or employers shall, in the employment of men, give preference to the members of the Building Labourers' Union."

OPPORTUNITIES OF EMPLOYMENT.

In order that skilled workmen and labourers may be made aware of opportunities of employment and the demand for labour in different parts of the Dominion, the *Labour Gazette* publishes herewith a statement of such opportunities of employment as have been furnished to the Department of Labour by employers, contractors and others. While exercing care and discrimination in the statements which it publishes, it is to be understood that the parties who have supplied the information are alone responsible for the accurancy of it, and that beyond publishing the same for the mutual benefit of employers and employees, the Department assumes no responsibility in connection with the publication. The Department will be pleased to received for publication from persons desirous of obtaining skilled or unskilled labour in connection with any industries or trades of the country, a statement of the nature and extent of their demand. Similarly, the Department will be pleased to receive and publish on behalf of persons out of employment, statements from labour unions or bodies of skilled or unskilled workmen of the nature and extent of the supply of labour available.

Parties desirous of profiting by the information contained in this article are requested to communicate direct with the persons concerned for further particulars, exact terms, etc., the purpose of the Department in publishing the information being solely that of making better known the demand and supply of labour

Mining.—W. H. Aldridge, Managing Director of the Consolidated Mining and Smelting Company of Canada, Limited, writing from Trail, B. C., on June 4, stated that additional metal miners, coal miners, smeltermen and first-class common labourers were required in the Alberta coal field and in the Kootenay mining and smelter districts, and that a shortage of all classes of labour was anticipated.

IMMIGRATION AND COLONIZATION.

The official statement given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

THE most recent official returns show a heavy increase in the volume of immigration by ocean ports, compared with the correspond ng period of 1906, and in the area of Dominion lands patented. The number of arrivals from the United States, and of homestead entries made, show declines. On the whole the number of immigrants arriving is 25% in excess of that of 1906. A feature of the season has been the uniformly good quality of the immigrants from Great Britain and other countries.

Recent Immigration Returns.

Immigration through ocean ports during April, 1707, declared for Canada, was as follows:—

IMMIGRATION BY OCEAN PORTS DURING APRIL, 1907.

	Male	Female.	Children under 12.	Total
Immigrants.....	24,972	5,052	4,414	34,438
Returned Canadians.....	1,323	143	72	1,538
Tourists.....	411	59	34	504
Totals	26,706	5,254	4,520	36,480

IMMIGRATION PROPER.

April, 1907.....	24,972	5,052	4,414	34,438
April, 1906.....	.....	.....	.....	22,957
Increase, April, 1907	.....	.....	.....	11,481
Percentage of increase	.....	.....		50%

The following is a statement of immigration from the United States during April, 1907, compared with April, 1906.

IMMIGRATION FROM THE UNITED STATES DURING APRIL, 1907.

Through Montreal.....	140
" Winnipeg and outports.....	8,966
Customs entries.....	507
Total.....	9,613
April, 1906.....	12,356
Decrease for April, 1907.....	2,743
Percentage of decrease.....	22%

The following is a statement of the total immigration during April, 1907.

TOTAL IMMIGRATION DURING APRIL, 1907.

April, 1907:		
Ocean ports.....	34,438	
From the United States.....	9,613	44,051
April, 1906:		
Ocean ports.....	22,957	
From the United States.....	12,356	35,313
Increase for April, 1907.....	.....	8,738
Percentage of increase.....		27%
" " via ocean ports.....		50%
" decrease from the U.S		22%

Homestead Entries During May, 1907.

The following statement shows the number of homestead entries made in May, 1907, compared with May, 1906:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF MAY, 1907, AS COMPARED WITH MAY, 1906.

Agency.	1907	1906	Increase	Decrease
Battleford.....	709	933	.....	224
Brandon.....	8	6	2	.....
Calgary.....	91	203	.....	112
Dauphin.....	38	74	.....	36
Ed monton.....	488	531	.....	43
Estevan.....	22	218	.....	186
Humboldt.....	284	.....	284	.....
Kamloops.....	9	5	4	.....
Lethbridge.....	225	133	92	.....
Minnedosa.....	.....	44	.....	44
Moose Jaw.....	477	.....	477	.....
New Westminster....	7	2	5	.....
Prince Albert.....	127	216	.....	89
Regina.....	133	1,360	.....	1,227
Red Deer.....	219	396	.....	177
Winnipeg.....	73	86	.....	13
Yorkton.....	343	376	.....	33
Total.....	3,253	4,583	864	2,194

It will be seen that there has been a net decrease in the number of homestead entries made in May, 1907, compared with May, 1906, of 1,330.

A statement of the homestead entries made during the first five months of the present year compared with the corresponding period of the last calendar year, is as follows.

STATEMENT OF HOMESTEAD ENTRIES DURING JANUARY, FEBRUARY, MARCH, APRIL AND MAY, 1907–06.

Month.	1907	1906	Increase	Decrease
January	1,111	1,903	.....	792
February	1,033	2,036	.....	1,003
March	1,589	4,018	.....	2,429
April	2,594	6,189	.....	3,595
May	3,253	4,583	.....	1,330
Total	9,580	18,729	.....	9,149

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior, in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of May, 1907, were as follows.

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING MAY, 1907.

Nationalities.	No. of Entries
Canadians from Ontario	371
" Quebec	58
" Nova Scotia	17
" New Brunswick	20
" Prince Edward Island	7
" Manitoba	86
" Saskatchewan	11
" Alberta	1
" British Columbia	93
Persons who had previous entry	72
Newfoundlanders	56
Canadians returned from the United States	11
Americans	901
English	557
Scotch	118
Irish	45
French	43
Belgians	15
Swiss	3
Italians	7
Roumanians	1
Syrians	2
Germans	52
Austro-Hungarians	214
Hollanders	13
Danes (other than Icelanders)	5
Icelanders	6
Swedes	43
Norwegians	44
Russians (other than Mennonites and Doukhobors)	52
Mennonites	4
Doukhobors	33
Chinese	
Japanese	
Persians	
Australians	
New Zealanders	
Total	3,253

Representing 7,809 souls.

Of a total of 962 entries made in May by persons coming from the United States, there were 235 from North Dakota, 204 from Minnesota, 68 from Iowa, 52 each from South Dakota and Washington, 48 from Michigan 43 from Wisconsin and 33 from Illinois.

Lands Patented During May, 1907.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territories, issued from the Department of the Interior during the month of May, 1907, is as follows:—

LANDS PATENTED DURING MAY, 1907.

Nature of Grant.	May, 1907.	
	No. of Patents.	No. of Acres.
British Columbia Homesteads	11	1,648.20
British Columbia Sales	4	280.93
Coal Lands Sales	1	80.00
Homesteads	1,374	217,475.23
Military Homesteads	2	640,00
Mining Lands Sales	2	26.78
Mineral Rights (230 acres)	3	.....
North-west Half-breed Allotment	1	240.00
North-west Half-breed Grants	16	3,339.80
Parish Sales	1	46.50
Railways:		
Calgary and Edmonton Ry. (Under Rights)	.....	.....
Canadian Northern Railway	14	5,263.00
Can. Pac. Ry. Grants	105	149,698.27
Man. South-western Col. Ry. Co	49	15,083.49
Qu'Appelle Long Lake & Sack. Rd. & Steamboat Co.	.....	.....
Sales	68	4,736.16
School Lands Sales	15	807.86
Special Grants	16	765.08
Yukon Territory Sales	.....	.....
Totals	1,682	400,134.30

In May 1906, the number of patents issued was 1,612, covering an area of 369,253.23, showing an increase during the month of May, 1907, of 70 in the number of patents issued, and of 30,881.07 acres in the area patented.

Land Sales of Companies.

The following is a statement of the farm land sales of the Canada Northwest Land Company, Limited, during the

month of May, 1907, as compared with May, 1906, and also of the sales from the beginning of the calendar year to May 31, 1907, compared with the corresponding period of 1906:—

LAND SALES OF THE CANADA NORTH-WEST LAND COMPANY.

	Acres.	Price obtained.
For May, 1907	2,830.73	$ 32,312.06
" 1906	6,080.00	70,240.00
Decrease, 1907	3,249.27	$ 37,927.94
From Jan., to May 31, 1907..	9,876.28	$109,250.88
From Jan., to May 31, 1906..	34,236.66	301,640.79
Decrease, 1907	24,560.38	$192,389.91

Notes.

A number of *Chinese* immigrants entered Canada during June.(*).

At Regina, Yorkton and Prince Albert, Sask., keen competition was reported for the lands included in certain *Doukhobor reserves,* the rights to which had been cancelled for non-fulfilment of settlement duties.

Representations were made during June to the superintendent of colonization for Ontario by the *Ontario Canners' Association* with the object of securing help during the busy season from among the immigrants arriving in the province. Families in which some of the children are of working age were reported most acceptable.

* For detailed statement see report of Victoria, B. C., correspondent in present issue.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING JUNE, 1907.

The following is a list of contracts awarded by the Department of Railways and Canals, and the Department of Public Works, Canada, which have received the signatuers of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Railways and Canals.

DREDGING at Port Dalhousie Entrance of Welland Canal. Date of contract, June 12, 1907. Amount of contract, 33c per cu. yd. Contractor, W. E. Phin.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 12 hours.		
Dredge engineer	$110.00	per month	with board
" fireman	45.00	"	"
" craneman	65.00	"	"
Scowmen	40.00	"	"
Tug captain	80.00		"
Tug engineer	60.00		"
Tug fireman	40.00	"	"
Tug deckhands	35.00	"	"
Labourers	1.75	"	"

For a line of railway to the boundary line of City of Hull from a point on the Ottawa and Gatineau Railway, now the Ottawa, Northern and Western Railway, not exceeding 1¼ mile. Date of Subsidy Agreement, June 13, 1907. Amount of Subsidy, $3200 per mile, not exceeding $6400 per mile. Company, The Ottawa Northern and Western Railway Co.

FAIR WAGES SCHEDULE.

The rates of wages to be paid for the different classes of labour upon the work comprised in this agreement shall be the current rates of wages for these respective classes of labour in the localities where and at the time when the work is being carried on.

For a line of railway from Aylmer to Hull, 9 miles. Date of Subsidy Agreement June 12, 1907. Amount of Subsidy, $3200 per mile, not exceeding $6400 per mile, Company The Ottawa Northern and Western Railway Co.

FAIR WAGES SCHEDULE.

The rates of wages to be paid for the different classes of labour upon the work comprised in this Agreement shall be the current rates of wages for these respective classes of labour in the localities where and at the time when the work is being carried on.

For a line of railway from Ste. Rose (or from Chimney Corner Coal Mines to a point at or near Chimney Corner Cove) thence via the east side of Lake Ainslie to or towards a point on the I.C.Ry. at or near Orangedale, not exceeding 34 miles; and for a line of railway from a point on the I.C.Ry. between Orangedale and Point Tupper to Caribou Cove, or Inhabitants Bay or River, not exceeding 4 miles.

FAIR WAGES SCHEDULE.

Classes of Labour.	Rate of Wages Per Day of 10 Hours.
Concrete men	$1.50
Rock drillers	1.50
Carpenters	2.00
Stationary engine engineer	2.00
" " fireman	1.50
Steam shovel engineer	3.00
" " fireman	1.50
" " craneman	2.50
Steam rock drillers	2.00
Labourers	1.35
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

For a line of railway from Woodstock northerly to a point on G.T.Ry., at Berlin, or from Ingersoll to Stratford, etc. 35 miles. Date of Subsidy Agreement, June 10, 1907. Amount of Subsidy, $3200 per mile, not exceeding $6400 per mile. Company, Tilsonburg, Lake Erie and Pacific Ry Co.

FAIR WAGES SCHEDULE.

In every case in which the Parliament of Canada votes financial aid by way of subsidy or guarantee towards the cost of railway construction, all mechanics, labourers or other persons who perform labour in such construction shall for competent workmen be paid such wages as are generally accepted as current in the district in which the work is being performed; and if there is no current rate in such district, then a fair and reasonable rate; and in the event of a dispute arising as to what is the current or a fair and reasonable rate, it shall be determined by the Minister, whose decision shall be final.

For a line of railway from point at or near Bancroft to point on C.A.Ry., at or near Whitney, 40 miles. Date of Subsidy Agreement, June 10, 1907. Amount of Subsidy, $3200 per mile, not exceeding $6400 per mile. Company, The Central Ontario Railway.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per Day of 10 Hours Not less than:
Labourers	$1.50
Carpenters	2.00
Choppers	1.50
Stonecutters	3.01
Masons	3.00
Blacksmiths	1.75
Machinists	2.25
Steam shovel engineer	2.50
" " craneman	2.00
" " fireman	1.75
Steam derrick engineer	2.50
" " fireman	1.75
Contractors' loco. engineer.	2.50
" " fireman	1.75
" " brakeman	1.75
Quarrymen	2.00
Rock drillers	2.00
Steam drillers	2.25
Blasters	2.00
Tracklayers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

For a line of railway from Grand Forks to point 50 miles up the N. Fork and W. Fork of the N. Fork of Kettle River, 50 miles. Date of Subsidy Agreement, June 6th, 1907. Amount of Subsidy, $3200 per mile, not exceeding $6400 per mile. Company, The Kettle River Valley Railway Company.

FAIR WAGES SCHEDULE.

The rate of wages to be paid respectively for the several classes of labour employed by the Company, and for the Company, and for the hire of teams, shall be such as is generally accepted as current for competent workmen in the district in which the work is being performed and if there is no current rate in such district, then a fair and reasonable rate; and in the event of dispute arising as to what is the current rate or a fair and reasonable rate, it shall be determined by the Minister whose decision shall be fina .

For a line of railway from a point at or near Spence's Bridge, on C.P.Ry., to Nicola Lake,—47 miles. Date of Subsidy Agreement, June 24th, 1907. Amount of Subsidy, $3200 per mile, not exceeding $6400 per mile. Company,

The Nicola, Kamloops and Similkameen Coal and Railway Company.

FAIR WAGES SCHEDULE.

The rate of wages to be paid respectively for the several classes of labour employed by the Company and for the hire of teams shall be such as are generally accepted as current for competnet workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate; and in the event of a dispute arising as to what is the current or a fair reasonable rate, it shall be determined by the Minister whose decision shall be final.

Department of Public Works.

Pier head, Burlington Channel, Hamilton, Ont., name of contractor, Joseph Battle, Thorold, Ont., date of contract, June 20, 1907.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Carpenters	$ .25 per hour 10 hours p. day
Carpenters	.35 per hour 9 hours p. day
Timekeepers	.20 " 10 " "
Captain on dredge	100.00 per month with board, (*)
First engineer	90.00 " " (*)
Second engineer	75.00 " " (*)
Fireman	40.00 " " (*)
Craneman	65.00 " " (*)
Deckhands	30.00 " " (*)
Cook	35.00 " " (*)
Captain on tug	65.00 " " (*)
First engineer	65.00 " " (*)
Second engineer	50.00 " " (*)
Fireman	35.00 " " (*)
Sailors	30.00 " " (*)
Scowmen	30.00 " " (*)

(*) Twelve (12) hours per day; time and a half for overtime.

FAIR WAGES SCHEDULE.—Con.

Trade or Class Labour.	Rate of Wages Not less than:
Divers	4.00 per day
" helpers	2.00 "
Steam derrick engineer	2.50 " 10 hrs p. day.
" " fireman	2.00 " 10 " "
Ordinary labourers	.18 per hour 10 " "
Driver, 1 horse & cart	2.50 per day 10 " "
Driver 2 horses and wagon	4.00 " 10 " "

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of order.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$ 562.69
Making and repairing rubber dating stamps and type; also other stamps	61.75
Supplying stamping material and wooden boxes and repairing stamping pads	1,121.33
Making and repairing post office scales	228.50
Supplying mail bags	690.55
Repairing mail bags	1,627.81
Making and repairing mail locks and supplying mail bag fittings	2,391.85
Supplying street letter boxes and repairing portable letter boxes, Rwy. M'l Clerks Tin Travelling Boxes and Parcel Receptacles.	638.25
Making and repairing miscellaneous articles of postal stores	15.75
Making up and supplying articles of official uniform	469.40

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JUNE, 1907

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 437 individual workpeople in Canada during the month of June, 1907, were reported to the Department of Labour. Of these, 156 were fatal and 275 resulted in serious injuries, In addition, 6 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before June, 1907. The number of fatal accidents reported in June, 1907, was 65 in excess of the previous month and 48 more than in June, 1906. Of 242 returns received during the month giving the ages of the victims of industrial accidents, 32 referred to

persons under 21 years of age, 97 to persons between twenty-one and forty-five, 18 to persons over forty-five; 95 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING JUNE, 1907, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed	Injured	Total
Agriculture	15	23	38
Fishing and hunting	5	...	5
Lumbering	32	18	50
Mining	24	23	47
Building trades	2	32	34
Metal trades	16	70	86
Woodworking trades	...	16	16
Printing trades	...	1	1
Clothing trades	...	2	2
Textile trades	...	2	2
Food & tobacco preparation	...	4	4
Railway service	28	26	54
Navigation	16	9	25
General transport	7	20	27
Civic employees	1	4	5
Miscellaneous	4	13	17
Unskilled labour	6	12	18
Total	156	275	431

Nature of Fatalities and Accidents.

The chief disasters of the month were the drowning of seven rivermen employed by a lumbering company at Hamilton Cove, Que.; the burning to death of four members of the crew of the steamer "Crystal Stream" near Cole's Island, N. B.; the burning to death of six miners at Strathcona, Alta.; the death of two railway employees in a wreck at Shawinigan Junction, Que.; the drowning of two prospectors at Temiscaming Falls, Ont., and the killing of two miners by an explosion at Coal Creek, B. C.

Drowning of Seven Rivermen at Hamilton Cove, Que.

On June 14, a number of canoes filled with rivermen in the employ of a lumbering concern started to cross above the Falls at Hamilton Cove, County of Saguenay, Que., when one of the canoes containing seven men was caught in the current and swept over the Falls. The men were all drowned.

Burning of Steamer "Crystal Stream", near Cole's Island.

On the morning of June 21, 1907, the steamer "Crystal Stream," laden with hay, while lying at the west wharf of Cole's Island, sixty miles from St. John, N. B., was discovered to be on fire. The fire had evidently caught in the hay from a spark from the smoke-stack, and spread so rapidly that before the members of the crew could be awakened, the whole steamer was in flames. Most of the men were sleeping in the lower deck below the freight and were hemmed in by the fire. Their companions on the upper deck were aroused, but although they used every effort to rescue the others, four were burned to death. Other members of the crew were more or less injured, the engineer, the stewardess, the mate and the purser being badly burned.

Fire in Mine, at Strathcona, Alta.

On Sunday night, June 9, 1907, fire broke out in the engine room of Walker's coal mine at Strathcona, Alta. The fire spread rapidly to the elevator over the main shaft. There were five men timbering in the mine at the time, and the night foreman went down to warn them. His retreat was cut off by the flames and he was forced to climb up by the air shaft. In doing so he was burned so that he died a few hours later. The other five men were suffocated.

Railway Wreck at Shawinigan Junction.

On the evening of June 5, 1907, the engine of a freight train bound east from Montreal, Que., ran into the rear of a train which was shunting at Shawinigan Junction, causing the death of the fireman and brakeman. Two other employees were slightly injured.

Drowning Fatality at Temiscaming Falls, Ont.

On the morning of June 4 two members of a prospecting expedition were drawn over Temiscaming Falls, near New Liskeard, Ont., and were drowned.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 44

TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING THE MONTH OF JUNE, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Agriculture—				
Farmer (Rancher).....	North Battleford, Ont.....	June 13	1	Struck by lightning.
"	Near Brockville, Ont.....	" 13	1	Kicked by a cow.
"	Leduc, Alta.....	" 20	1	Struck by lightning.
"	Brantford, Ont.....	" 21	1	Cut hand while chopping, blood poisoning ensued.
"	Burnt River, Ont.....	" 28	1	Explosion of dynamite.
"	Belleville, Ont.....	" 24	1	Died of lockjaw nail pierced foot.
"	Westhorne, Ont.....	" 28	1	Struck by train at crossing.
"	Pincher Creek, Alta.....	" 24	1	Drowned, in Pincher Creek.
"	South Durham, Que.....	" 23	1	Struck by lightning.
"	Shelburne, Ont.....	" 26	1	Beam fell on head at barn raising
"	Millbrook, Que.....	" 12	1	Heavy timber fell on him
Farm hand.....	Meaford, Ont.....	" 12	1	Rafter fell on him at a barn raising
"	Gore, Que.....	" 10	1	Struck by an engine.
Farmer's son.....	Rodney, Ont.....	" 1	1	Kicked in stomach by steer.
Farmer's wife.....	Markham, Ont.....	" 21	1	Thrown from and run over by vehicle
Fishing & Hunting—				
Fisherman.....	Fifteen Point, P. E. I.....	" 15	1	Drowned, boat upset.
"	St. George's, P. E. I.....	" 15	1	Drowned, boat upset.
"	Stonehaven, N. B.....	" 26	1	Drowned, boat upset.
"	Bathurst, N. B.....	" 26	1	Drowned, boat upset.
"	St. Peters P. E. I.....	" 26	1	Drowned, thrown out of boat.
Lumbering—				
Logger	Near New Westminster, B. C..	" 4	1	Struck by falling tree.
"	Burnaby, B. C.....	" 7	1	Struck by falling tree.
"	Lachine Rapids, Que.....	" 3	1	Drowned, portion of raft broke up.
"	Sand Lake, Que.....	" 7	1	Drowned while log rolling.
"	Mars River, Que.....	" 10	1	Drowned while log rolling.
"	Rawdon, Que.....	" 10	1	Drowned while log rolling.
"	Malbaie, Que.....	" 11	1	Drowned while log rolling.
"	Island Lake, B. C.....	" 11	1	Drowned while log rolling.
"	Port Arthur, Ont.....	" 14	2	Drowned, boat upset in rapids.
"	Hamilton Cove, Que	" 14	7	Drowned, boat swept over falls.
"	Shuswap River, B. C.....	" 15	1	Drowned, while log rolling.
"	Salmon River, B. C.....	" 17	1	Struck by falling tree.
"	St. Agnes de Charlevoix, Que..	" 3	1	Drowned on drive.
.....	St. Alphonse, Que.....	" 3	1	Drowned on drive.
"	Coulonge River, Ont.....	" 29	2	Drowned on drive.
Saw mill hand.....	Melfort, Sask.....	" 1	1	By collision between lumber cars
"	Digby, N. S.....	" 3	1	Struck by board flying from saw.
" (owner) ..	Boscobel, Que.....	" 3	1	Crushed by saw logs.
" (hand) ...	Amqui, Que.....	" 8	1	Fell 40 feet.
" (foreman) .	Danwegan, Alta.....	" 13	1	Cut in two by circular saw.
" (hand) ...	Ottawa, Ont.....	" 20	1	Struck by board from saw.
" (hand) ...	Hull, Que.....	" 21	1	Fell 25 feet from lumber pile.
Pulpmill worker	Grand Mère, Que.....	" 20	1	Head caught between paper rollers.
"	Hawkesbury, Ont.....	" 19	1	Factory chimney in gale fell on him.
Mining—				
Miner	Cobalt, Ont.....	June 3	1	By explosion of dynamite.
"	Strathcona, Alta.....	" 9	6	By fire in mine.
"	Rock Bay, B. C.....	" 7	1	By falling boulder.
"	Lake Abitibi, Ont.....	" 13	3	Drowned.
"	Sydney Mines, N. S.....	" 17	1	Run over by mine train
"	Coal Creek, B. C.....	" 21	2	By explosion in mine.
"	Marble Mountain, N. S.....	" 20	1	By explosion of dynamite.
"	Nelson, B. C.....	" 22	1	Lowered by mistake into shaft full of boiling water.

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TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING THE MONTH OF JUNE, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Miner	Fort William, Ont.	" 23	1	Suffocated by fumes from blasting.
"	Coal Creek, B. C.	" 18	1	Caught between coal cars & door post.
Prospectors	New Liskeard, Ont.	" 5	2	Drowned in falls.
"	Montreal River, Ont.	" 11	2	Drowned, canoe upset.
Oil well foreman	Petrolea, Ont.	" 27	1	Became entangled in pump machinery.
Cage tender	Rossland, B. C.	" 27	1	Fell down shaft.
Building Trades—				
Mason	Ste. Flavie, Que.	" 6	1	Oven fell in on him.
Builder's labourer	Montreal, Que.	" 19	1	Fell from 6th story of building.
Metal Trades—				
Iron worker	St. John, N. B.	" 10	1	Vault door fell on him.
"	Montreal, Que.	" 11	1	Heavy piece of iron fell on him.
"	St. John, N. B.	" 12	1	Fell down elevator shaft.
"	Toronto, Ont.	" 12	1	Eight ton concrete girder fell on him.
Foreman in steel plant	Hamilton, Ont.	" 6	1	Fell 60 feet from ore conveyor.
Rolling mill hand	Amherst, N. S.	" 13	1	Caught in shafting.
Electrical worker	Port Hope, Ont.	" 24	1	Fell from pole.
Electrical engineer	Kenora, Ont.	" 3	1	Electrocuted.
Electrical worker	Sydney, N. S.	" 10	1	Electrocuted.
"	Aurora, Ont.	" 18	1	Drowned, boat upset.
"	Toronto Junction, Ont.	" 22	1	Electrocuted.
Roofer	Montreal, Que.	" 11	1	Fell from roof.
Structural iron worker	Toronto, Ont.	" 12	1	Concrete block weighing 8 tons fel on him.
"	Walkerville, Ont.	" 21	1	Struck by falling girder.
Shipbuilder	Bridgeburg, Ont.	" 10	1	Drowned, fell out of boat.
"	Niagara Falls, Ont.	" 25	1	Run over by train.
Railway Employees—				
Member of survey party	Mille Isle Rapids, Que.	" 1	1	Drowned.
Night yardman	Cranbrook, B. C.	" 6	1	Run over by train.
Car shop hand	St. Thomas, Ont.	" 14	1	Struck by engine.
Car cleaner	Toronto, Ont.	" 13	1	Found dead in yard.
Car repairer	Vancouver, B. C.	" 24	1	Run over by train.
Engineer	Shawinigan Junction, Que.	" 6	1	In head on collision.
"	Near Sand Point, Ont.	" 14	1	Derailment of train.
"	Lachute, Que.	" 21	1	In head on collision.
Fireman	Shawinigan Junction, Que.	" 6	1	In head on collision.
"	Beatty's Station, Ont.	" 1	1	In head on collision.
"	Brockville, Ont.	" 27	1	Run over by train.
Sectionman	Gurney, Ont.	" 28	1	Run over by train.
Sectionman	Port Credit, Ont.	" 12	1	Struck by an engine.
"	Sault Ste. Marie, Ont.	" 15	1	Run over by train.
"	London, Ont.	" 27	1	Sunstroke while at work.
Brakeman	Eastman's Springs, Ont.	" 23	1	In head on collision.
"	London, Ont.	" 11	1	Run over by train.
"	Magog, Que.	" 11	1	Run over by train.
"	Bordeaux, Que.	" 3	1	Caught between cars.
"	Farnham, Que.	" 17	1	Caught between cars.
"	Liverpool, N. S.	" 14	1	Struck by engine.
"	St. Thomas, Ont.	" 18	1	Struck by engine.
"	Dinorwis, Ont.	" 21	1	Fell from engine.
"	Port Hope, Ont.	" 24	1	While coupling cars.
"	Joliette, Que.	" 8	1	Run over by cars.
"	Near Moncton, N. B.	" 29	1	Fell from moving train.
Construction hand	St. Gregorie, Que.	" 17	1	Struck by heavy piece of timber.
Yardman	London, Ont.	" 22	1	Run over by train.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 44.

TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING THE MONTH OF JUNE, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Navigation—				
Longshoreman	Montreal	" 8	1	Killed by a fellow-workman falling on him 40 ft.
"	Fort William, Ont.	" 10	1	Drowned, fell off dock.
"	Montreal, Que.	" 5	1	Fell into hold of vessel.
Captain	Near Jackfish, Ont.	" 28	1	Drowned, fell overboard.
Engineer	Near Jackfish, Ont.	" —	1	Drowned, fell overboard.
2nd officer of steamer	Near Rivière du Loup, Que.	" 27	1	Struck on head by towing rope.
Second mate	Parry Sound,	" 29	1	Fell into hold, 26 feet.
Deck hand	Vancouver, B. C.	" 10	1	Drowned.
"	Campbellton, N.B.	" 11	1	Drowned, fell from dredge.
"	Cornwall, Ont.	" 20	1	Drowned, fell from steamer.
"	Kingston, Ont.	" 23	1	Drowned, fell from barge.
"	Revelstoke, B. C.	" 25	1	Struck by crane.
Crew Str. Crystal Stream	Coles' Is., River St. Joseph, N. B	" 24	4	Burnt to death in fire on vessel.
General Transport—				
Teamster	Chicoutimi, Que.	" 10	1	Cave in of sand and stone.
"	Quebec, Que.	" 3	1	Thrown out of wagon.
Street railway employee	Toronto, Ont.	" 25	1	Fell from top of car, fracturing skull.
Carter	Montreal, Que.	" 18	1	Kicked by horse in abdomen.
"	Hamilton, Ont.	" 1	1	Kicked by horse.
Liveryman	Forest, Ont.	" 14	1	Skull fractured by kick from horse.
Express messenger	Calgary, Alta.	" 30	1	In train wreck
Civic Employees—				
Town constable	Edrans, Man.	" 3	1	Fell from roof of building.
Miscellaneous—				
Engineer in cement works	Owen Sound, Ont.	" 13	1	Scalded to death by explosion of steam connection.
Clerk	Montreal, Que.	" 20	1	Crushed to death by elevator.
Grocer's clerk	Quebec, Que.	" 3	1	Thrown from wagon, skull fractured.
Cement worker	Raven Lake, Ont.	" 22	1	Contract with live wire.
Unskilled Labour—				
Labourer	Montreal, Que.	" 14	1	Fell 47 feet in freight shed.
"	Toronto, Ont.	" 17	1	Cave in of sand and stone.
"	Port Credit, Ont.	" 13	1	Run over by train.
"	Paris, Ont.	" 1	1	Struck by a street car.
"	Windsor, Ont.	" 24	1	Run over by train.
"	Vancouver, B. C.	" 25	1	Cave in of earth.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN JUNE, 1907.

Saw mill hand	Melfort, Sask.	May 30	1	In a collision between caboose & engine
Fisherman	Sydney, N. S.	" 31	1	Drowned, boat upset.
Miner	Deadwood Camp, B. C.	" 15	1	Caught between car & side of tunnel.
Surveyors	River Bell, Ont.	" 28	1	Drowned, canoe upset.

Drowning Fatality on Mountain Lake, Ont.

On June 18 two prospectors were drowned by the upsetting of their canoes in Mountain Lake, Temagami district, Ont.

Explosion in Mine at Coal Creek, B.C.

On Friday, June 21, four workmen who were tunnelling in No. 6 mine at Coal Creek, B. C., lighted two shots in the tunnel and retreated to the outside, where they sat down on a pile of timber about twenty feet from the mouth. The explosion tore away the fan and casing from the mouth of the mine, hurling the timber with which it was built outwards. The flying timber struck and killed one of the men at once, and a second died of his injuries a few hours afterwards. The other two men received scalp wounds.

Record by Trades and Industries.

Agriculture.—There were 15 fatal and 25 non-fatal accidents during June, 1907, compared with ten killed and 23 injured during the preceding month and 25 killed and 40 injured during June, 1906. Three farmers were killed by lightning, 3 by falling material, 2 by live stock, 2 by tools, 2 by being struck by trains, 1 by an explosion and 1 in a runaway. Of the serious accidents, 4 each were caused by falls, by falling material, by live stock and by runaways, 3 by explosions, 3 by tools, and 1 by being stung by a swarm of bees resulting in blood poisoning.

Fishing and hunting.—Five fishermen met death by drowning during June. In May the record was 1 killed and 3 injured, and in June a year ago, 3 killed and 1 injured.

Lumbering.—In this industry 32 workers met death by accident and 18 were injured, being 19 deaths and 7 minor accidents more than in the month of May last, and 17 deaths and 4 accidents more than in June, 1906. Twenty of the fatalities were due to drowning, 4 to falling material, 2 each to being struck by wood projected from saws, to falls and to machinery respectively; 1 to being crushed by 2 logs and 1 to being crushed in a collision between lumber cars. Twelve of the other accidents were due to machinery, 5 to falling material and 1 to being struck by lightning.

Mining.—In the mining industry the record for June was 24 killed and 23 injured, compared with 11 killed and 11 injured in the previous month and 14 killed and 12 injured in June, 1906. Seven of the deaths were caused by drowning, 7 by burns, scalds, etc., 5 by explosions and 1 each by falling material, by being run over by a mine train, by machinery, by a fall and by being caught between cars. Nine workmen were seriously injured by explosions, 6 by machinery, 5 by falling material, 1 by live stock, 1 by a fall and 1 by being caught between cars.

Building.—There were 2 deaths by accident and 32 workmen injured in this group during June, compared with 6 killed and 16 injured in May last, and 4 killed and 26 injured in June, 1906. A mason at Ste. Flavie, Que., was building an oven when the structure fell in on him, killing him instantly. A builders' labourer at Montreal, Que., was killed by falling from the sixth storey of a house. Sixteen workmen were injured by falling from scaffolds, 9 by falling from roofs of houses, 4 by machinery and 3 by falling material.

Metal, engineering and shipbuilding.—In these trades 16 workmen were killed and 70 injured during June, compared with 9 killed and 33 injured in the preceding month and 10 killed and 38 injured in June a year ago. Five of the deaths were due to falling material, 4 to falls, 3 to electric shock, 2 to drowning, 1 to machinery, and 1 to being run over by a train. Thirty of the accidents were due to machinery, 16 to falling material, 9 to falls, 4 to elevators, 4 to molten metal, 3 to flying iron splinters, 2 to electric shock and 2 to explosions.

Woodworking.—There were 16 minor accidents in this group, compared with 12 last month, and 1 killed and 16 injured in June, 1906. Fourteen of the 16 accidents were caused by machinery, the other two being caused by flying splinters.

Printing.—In June there was only 1 accident, a pressman at Belleville, Ont.,

having his fingers badly crushed in a press.

Clothing.—There were 2 minor accidents due to falls in this group, as against 2 in the previous month and none in June of last year.

Textile.—Two accidents caused by machinery happened among these workers in June, 1907, compared with 2 in May and 1 in June, 1906.

Food and tobacco preparation.—In these trades there were 4 minor accidents in June, compared with 3 killed and 4 injured in May and 4 injured in June, 1906. Two of the accidents were due to runaways, 1 to the explosion of a bottle of aerated water and 1 to being struck by falling grain boxes.

Railway service.—The record for the month was 28 killed and 26 injured, as against 20 killed and 30 injured in the preceding month and 13 killed and 20 injured in June of last year. Ten workers were killed by being run over by trains, 5 by collisions, 4 by being struck by cars, 3 by being caught between cars, 2 by falls, 1 by drowning, 1 by derailment, 1 by a sunstroke and 1 by being struck by a heavy piece of timber. Seven victims of lesser accidents were injured by being caught between cars, 6 by falling material, 4 by collisions, 3 by falls, 2 by derailments, 2 by being run over, 1 by being struck by an engine and 1 by an explosion.

Navigation.—In June 16 workmen of this class were killed and 9 injured. In the previous month 7 were killed and 11 injured, and in June, 1906, 11 killed and 7 injured. Seven deaths were due to drowning, 4 members of the crew of the steamer "Crystal Stream" were burned to death; 3 deaths were due to falling material and 2 to falls. Five of the other accidents were due to falling material and 4 to burns or scalds.

General transport.—Seven workers in this class were killed during June and 20 were injured, compared with 2 killed and 10 injured in May last, and 3 killed and 8 injured in June, 1906. Three of the deaths were caused by live stock, 2 by falls, 1 by falling material and 1 by a derailment. Five of the minor accidents were caused by collisions, 4 by being run over, 3 by being struck by engines, 3 by live stock, 2 by falling material, 2 by falls, and 1 by being caught between cars.

Civic employees.—Among these workers there was 1 killed and 4 injured, compared with 4 minor accidents in the previous month and 1 killed and 9 injured in June, 1906. A town constable at Edram, Man., was killed by falling from the roof of a building. Two civic employees were injured by falls, 1 by falling material and 1 by being struck on the head by a hammer.

Miscellaneous.—There were 4 killed and 13 injured in this group, as against 7 killed and 8 injured in May and 6 killed and 24 injured in June of last year. One victim's death was due to being scalded by steam, 1 to being crushed in an elevator, 1 to being thrown to the stone pavement from his vehicle, and 1 to electric shock. Of the other accidents, 6 were due to machinery, 2 to falls, 2 to explosions, 2 to elevators and 1 to falling material.

Unskilled labour.—Six labourers were killed in June and 12 were injured. In May 2 were killed and 16 injured, and in June 1906, 1 was killed and 14 were injured. Of the 6 deaths, 2 were caused by the victims being run over by trains, 2 by cave-ins, 1 by a fall, and 1 by being struck by a street car. Seven of the injuries were caused by falling material, 3 by falls, 1 by tools and 1 by being struck by a train.

TRADE DISPUTES DURING THE MONTH OF JUNE.

WHILE there was a reduction in the number of trade disputes in existence during June compared with the previous month, there was more industrial unrest than in the corresponding period of last year. The chief point of disturbance was at Toronto, where there were serious interruptions in the building and metal trades, through the continuance of a strike of plumbers and the

commencement of a strike of machinists. Six of the new disputes of the month affected over 200 men, but as none of them lasted longer than a week, general industrial conditions did not suffer greatly from them.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during June was 41, a decrease of 8 compared with the previous month, but an increase of 11 compared with June, 1906. About 262 establishments and 5,728 employees were affected by these disputes, those beginning during the month involving about 78 establishments and 3,724 employees.

Loss of time in working days.—The loss of time to employees through trade disputes during June was approximately 54,710 working days compared with a loss of 88,325 days in May, and 38,215 days in June, 1906.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workpeople affected in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Fishing	1	125
Lumbering	1	65
Mining	1	399
Building trades	3	163
Metal trades	3	852
Clothing trades	1	15
Textile trades	2	877
General transport	6	1,265
Unskilled labour	1	7
Total	18	3,669

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of Canada:—

Province.	No. of Disputes.
Nova Scotia	3
Quebec	4
Ontario	9
British Columbia	3
Total	19

Causes of disputes.—The following were the causes of the new disputes of the month:—

Couse.	Number of Disputes.
For higher wages	12
Against reduction in wages	1
Against employment of particular persons	1
For shorter hours	1
For higher wages and shorter hours	2
Against discharge of an employee	1
For higher wages and against discharge of employees	1
Total	19

Methods of settlement.—Of the 41 disputes in existence during the month 23 were terminated, either by definite settlements being reached or by industrial conditions ceasing to be affected. Thirteen disputes were terminated by negotiations between the parties concerned, two were settled by conciliation one through the friendly mediation of the Department of Labour and one through the Bureau of Conciliation of Quebec, and eight disputes were terminated without negotiations.

Results of disputes.—In seven disputes that were terminated the employers were successful, ten ended in favour of the employees, compromises were effected in three cases, and in two the strikers were partially successful.

Disputes Commenced Prior to the Beginning of the Month.

The trade disputes which were in existence at the beginning of June numbered 22, and comprised the following: Strikes of plumbers at Toronto, Ont., longshoremen at Halifax, N.S., quarry workers at Graniteville and Terrebonne, Que., carpenters at St. John, N.B., Brantford, Ont., Sorel, Que., and Quebec, carpenters and metal workers at Toronto, painters at Hamilton, Ont., marble workers at Toronto, Ont., stonecutters at Hamilton and Thorold, Ont, granite-workers at Montreal, Que., plasterers at Winnipeg, Man., boilermakers, shipwrights and ship labourers at Victoria,

B.C., iron moulders at Guelph, Ont., harness and collar makers at Peterborough Ont., and scowmen at St. John, N.B., A brief account of these disputes is given below.

Strike of Plumbers at Toronto, Ont.

No change in the situation was reported in the strike of plumbers of the firm of Messrs. Mashinter & Company at Toronto which took place on April 13 on account of the employment of non-unionists, and in the general strike of plumbers at Toronto, involving about 500 men and 104 firms, which took place on May 15, owing to the refusal of the employers to grant a demand for an increase in wages and the employment of union labour only.

Strike of Longshoremen at Halifax, N.S.

A strike of longshoremen which began at Halifax on May 26 was terminated on June 4, when the shipping companies involved granted the demand of the men for an increase in wages from 20 to 25 cents per hour for day work, and from 25 to 30 cents per hour, night work. About 500 men were affected by this dispute. (*)

Strike of Quarrymen at Graniteville, Que.

No change was reported with regard to a strike of quarrymen at Graniteville, Que., which began on April 8, on account of the refusal of 4 firms to recognize the International Quarrymen's Union. About 16 men were affected by this dispute. In the course of the month normal conditions were gradually resumed.

Strike of Quarrymen at Terrebonne, Que.

On May 30, a strike of 53 quarrymen employed by 3 firms took place at Terrebonne, Que. According to a report received from a representative of the strikers, the cause of the dispute was the refusal of the employers to grant a demand for a reduction in working hours from ten to nine per day, with wages of $1.50 for the nine hour day. The strike was terminated on June 14, the employers having conceded the demand of their men.

Strike of Carpenters at Brantford, Ont.

A strike of carpenters which took place at Brantford, Ont., on May 1, involving 5 firms and about 120 employees, on account of the refusal of the employers to grant a demand for an increase in wages, continued throughout June. It was reported, however, that in the course of the month about 62 men secured work at the rate of wages demanded, several of the smaller contractors having signed the new scale, and some foremen among the strikers having taken contracts and engaged men at the new rate. A number of the strikers sought work elsewhere, and at the end of the month there were only about 10 men still out of work.

Strike of Carpenters at Quebec, Que.

A strike of 60 carpenters employed by 6 firms which occured at Quebec on May 17, was not officially declared off, but industrial conditions ceased to be affected by it. It was reported that all the carpenters were at work at wages varying from 18 to 25 cents an hour, and that in some shops they were working 9 hours a day, but in the majority, 10 hours a day.

Strike of Carpenters, Iron and Sheet Metal Workers at Toronto.

On May 23, about 30 men employed on the horticultural building at Exhibition Park, Toronto, stopped work on account of the employment of non-union plumbers and carpenters. About 20 of the strikers were carpenters, and the others were iron and sheel metal workers. On June 4 the dispute was settled, the contractor agreeing to advise his men to join their respective unions. As a result practically all the non-unionists became union men. The contractor also promised that so far as he was concerned there would be no cause for any further trouble on this job.

* An account of the action of the Department of Labour with reference to this dispute is given in the June Number of the *Labour Gazettte* on page, 1417, and in the article on Proceedings under the Industrial Disputes Investigation Act, 1907, on another page of the present number.

Other Disputes

A strike of *carpenters* employed by the Richelieu & Ontario Navigation Company at Sorel, Que., which began on March 27, was not formally declared off, but the Company reported that they were no longer affected as they had secured all the carpenters they required.

A strike of *painters* which took place at Hamilton, Ont., on May 1, on account of the refusal of the contractors to grant a demand for an increase in wages from 30 to 40 cents an hour, was terminated on June 24, when a wage scale at the minimum rate of 30 and 32 cents an hour was agreed on. About 22 firms and 148 employees were affected by this dispute.

No settlement was reached in a strike of *plasterers* at Winnipeg, Man., which began on May 1, on account of the refusal of the employers to grant a demand for an increase in wages to 40 cents an hour. While about 30 firms and 110 employees were originally affected by this dispute, the numbers were reduced to about 20 firms and 70 employees by June 1, the increase in wages having been granted by 10 firms.

A strike of *stonecutters* which occurred at Hamilton and Thorold, Ont., on May, 25, on account of the discharge of an employee by a foreman, was terminated on June 1, the foreman being dismissed. About 16 men were affected by this dispute.

No change in the situation was reported in the case of a strike of 20 *marble workers*, at Toronto Ont., who went out on May, 29, because they refused to work with men who were not members of their union The latter employees, who belonged to a rival labour organization continued at work.

No settlement was reached in the case of a strike of 20 *marble workers* of the J. G. Gibson Company at Toronto, which took place on April 25 on account of the employment of non-unionists. It was reported that the strikers had obtained work elsewhere and that the firm had secured some immigrants to fill their places but were still shorthanded.

No change was reported in a strike of 7 *harness and collar makers* at Peterborough, Ont., which began on April 22, on account of the refusal of the employers to grant a demand for an increase in wages and for recognition of the union.

A strike of *boilermakers* which began on November 19, 1906, at Victoria, B.C., was officially declared off on June 1. The British Columbia Marine Railway Company, which was involved in this dispute, reported, however, on June 20, that very few of the strikers had gone back to work. The cause of the dispute was the refusal of three firms to grant a demand for a working day of eight hours with the current nine hour scale of wages. About 34 men were originally directly affected by the dispute, and 40 indirectly. The strikes of *shipwrights* and *shiplabourers* arising out of this dispute, which began on November 27 and 28, still continued unsettled.

A strike of *iron moulders* at Guelph, Ont. which began on May 23, and originally affected 2 firms and 32 employees, was terminated on June 17. One firm employing 12 men had granted the demands of the strikers for an increase of 5 per cent in their wages, on May 27, and the other firm, which temporarily had filled the places of most of the strikers in May, granted the demand of their former employees on June 17, and work was resumed by them.

A dispute of *copper miners* of the Marble Bay mine on Texada Island, B.C., which began on March 25, was terminated on May 30, and work was immediately resumed. The settlement was brought about largely by the friendly offices of Mr. H. C. Alexander, police magistrate, before whom a case was brought under the Industrial Disputes Investigation Act, 1907*

New Disputes.

An account of the principal new disputes of the month is given below.

Strike of Machinists at Toronto, Ont.

On June 8, about 750 machinists employed in about 50 establishments declared a strike at Toronto, on account of the refusal of the employers to grant a de-

* An account of the settlement of this dispute is given in a special article on page 1412 of the June number of the *Labour Gazette*.

mand for a reduction in working hours from 10 to 9 a day, without a corresponding reduction in wages. In the course of the month a number of the smaller establishments granted the demand and at the end of June about 400 strikers remained out. Many boilermakers, blacksmiths, moulders and other metal workers were indirectly affected by the dispute.

Strike of Textile Workers at St. Hyacinthe, Que.

On June 10, a strike of textile workers employed by Penman's Limited, took place at St. Hyacinthe, Que. There is some diversity in the reports received by the Department in regard to particulars of this dispute. According to the employers the cause of the dispute was a demand for a general increase in wages, also interference by the textile workers' union in the discharge of men. They stated that 483 persons were directly affected by the dispute, of whom 224 were males and 259, females, while 41 persons were indirectly affected. The employers stated that the strikers returned to work on June 17, having accepted the rate of wages offered by the Company before they went on strike with the understanding that the Company manage its own affairs with regard to the discharge or retention of employees. On the othe hand it was claimed by the Textile Workers' Union, that the causes of the dispute were a demand for an increase in wages and for the reinstatement of officers of the union who, it was alleged, had been discharged simply because they were officers of a labour organization. According to the Union the number of strikers was placed at 525, comprising 235 males and 340 females, in addition to 50 persons indirectly affected. It was stated that a settlement was reached on June 17, through the friendly mediation of M. Felix Marois, Secretary of the Bureau of Conciliation and Arbitration of the Province of Quebec. The men claimed that according to the terms of the settlement the discharged employees were reinstated and a gradual increase in wages was promised. Another report received stated that the Company promised an increase of 10 and 15 per cent. in the wages of those who were in the lowest, and middle classes in regard to their pay, that the Company would not object to the employees joining a union, so long as they did not seek to make the Company recognize it, and that the discharged men would be taken back.

Strike of Cotton Spinners at Valleyfield, Que.

On June 17, a strike of cotton spinners, employed by the Montreal Cotton Company took place at Valleyfield, Que. According to the Company, on Saturday, June 15, nine spinners complained of the working of their machines and were told by the manager that the matter would be at once investigated, but on the following Monday they absented themselves and induced all the other spinners to do the same. The management carried out their promise to investigate the complaint and work was resumed on June 21. According to the Textile Workers' Union, the cause of the dispute was the refusal of the Company to grant a demand for an increase in wages. On June 24 it was claimed that a settlement was reached by the Company agreeing to pay their men $2 a day, which was the amount demanded.

Strike of Freight-Handlers at Port Arthur and Fort William, Ont.

On June 8, a strike of 250 freight-handlers employed by the Canadian Northern Railway Company took place at Port Arthur Ont., on account of the refusal of the Company to grant a demand for wages amounting to 25 cents per hour for day work, 30 cents per hour for night work and double time for Sunday. The men had been receiving 19 cents per hour for day work, and 21½ cents per hour for night work, with a bonus of 1 cent per hour for every hour worked to be paid in a lump sum at the end of the season to every man who stays till the end. On June 15, the strike was declared off and work was resumed at the old rate, the company having about that time secured about 200 men to carry on the work. On June 8, at the time when the strike

occurred at Port Arthur, about 500 freight-handlers stopped work at Fort William for a similar cause, and returned on June 15, at the old rate. It was reported that they had gone back to work and again stopped several times before the strike was definitely declared at an end.

Strike of Freight-Handlers at Halifax, N S.

On June 12, the freight handlers and checkers employed on the Intercolonial Railway stopped work on account of not having received a reply to their request for an increase in wages, which they had made a few days before. On the next day they resumed work, the increase in wages having been granted. About 40 men were affected by the dispute. The following is the new schedule which was presented by the men and agreed to.

First class checkers.....	$60 per month.
Second class checkers...	55 per month.
Third class checkers ...	50 per month.
Barrowmen and porters	1.75 per day.

On June 29, the inside freight-handlers at Halifax, employed on the Intercolonial Railway declared a strike, the Department of Railways and Canals refusing to accede to their demand for an increase in wages and the establishment of three classes among them, first-class checkers, the foremen checkers to receive $60 per month; second-class checkers, the receiver of outward freight and inward checkers to receive $55 per month, and third-class checkers, delivery checkers of inward freight to receive $50 per month; barrowmen to rank as porters and to receive $1.75 per day. Schedule to take effect from April 1, 1907, and seniority to count in all cases. Their wages had recently been increased a new scale having gone into effect on April 1. The situation was unchanged at the close of the month.

Strike of Teamsters at Montreal, Que.

On June 20, the teamsters employed by the Dominion Transport Company stopped work, on account of the refusal of the Company to grant a demand for an increase in wages. No particulars of this dispute were received by the Department of Labour from either the Company or the employees, but according to reports in the Press, about 325 men were affected. It was reported that the men had demanded an increase in wages from $1.60 to $1.75 per day, and 20 cents per extra for overtime after 6 p.m. On June 21, a committee of the strikers waited on the management of the company and agreed to return to work if the company would grant their demand for higher wages. The increase of 15 cents a day was granted and the men returned to work. The company alleged that they had not been formally notified of the demands of their employees before the strike was declared.

Dispute of Coal Miners at Joggin Mines, N.S.

On June 27, about 300 coal miners stopped work at Joggin Mines, N.S. The cause of the dispute was the discharge of a miner by the underground manager, who alleged that this employee had been interfering with the working of the mine, and had threatened violence against him. These charges were denied by the miner who had been discharged, and he claimed to have witnesses to prove his case. The committee of the local lodge of the Provincial Workmen's Association then took up the matter with the General Manager with a view to effecting a settlement. Steps were taken to refer the dispute to a Board under the Industrial Disputes Investigation Act, 1907. Negotiations to this end were pending at the close of the month.*

Strike of Plasterers' Labourers at Toronto, Ont.

On June 1, about 120 plasterers' labourers employed by 10 firms declared a strike at Toronto, Ont., on account of the refusal of the employers to grant a demand for an increase in wages from 30 to 35 cents an hour, for an eight hour day. On June 18, a settlement was effected by which the rate of wages was increased from 30 to 30½ cents an hour. Payment of time and a half for work on Saturday afternoons and for all overtime was also granted.

* A settlement was affected on July 1 and mining operations were resumed on July 2. The company agreed to reinstate the discharged employee; the men, because of having themselves ceased work before referring the dispute to a Board, waived the claim they had made for compensation because of wrongful dismissal.

TABLE OF TRADE DISPUTES DURING THE MONTH OF JUNE.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Quarry workers....	Graniteville, Que	Demand for recognition of Union.....	2	.....	16	.....	.....	.....	Apr. 8	.....	No settlement reported ,but 2 firms had filled places of strikers.
Quarry workers....	Terrebonne, Que .	Demand for reduction in hours from 10 to 9 per day, wages to be $1.50 per day.	3	.....	53	.....	.....	.....	May 30	June 14	Reduction of hours conceded.
Building Trades—											
Carpenters.....	Sorel, Que.....	Demand for increase in wages and recognition of Union.	1	.....	90	.....	.....	.....	Mar. 27	.....	Conditions ceased to be affected.
"	St. John, N. B. ..	Demand for increase in wages and union labour only.....	2	.....	30	.....	.....	.....	Apr. 1	.....	No settlement reported, but conditions ceased to be affected.
"	Quebec, Que.....	Demand for 9-hour day and employment of union labour only.....	6	.....	60	.....	.....	.....	May 17	.....	Strike not declared off, but all carpenters were working at wages varying from 18 to 25 cents an hour for 9 or 10 hours a day
Granite workers ...	Montreal, Que....	Demand for increase in wages to 40 cents per hr.	.....	.....	12	.....	.....	.....	" .. 1	.....	No settlement reported, but 71 strikers had secured work at rate demanded and conditions ceased to be affected.
Stone cutters.....	Toronto, Ont.....	Against employment of non-unionists.....	1	.....	20	.....	.....	.....	" 29	.....	No settlement reported at end of month.

Stone cutters	Hamilton and Thorold, Ont.	Demands for re-instatement of an employee and discharge of a foreman	1		16				"	25	June 1	Foreman discharged and work resumed.
Marble workers	Toronto, Ont.	Against employment of a non-unionist	1		20				Apr.	25		No settlement reported, but strikers secured work elsewhere and their places were filled.
Painters	Hamilton, Ont.	For increase in wages from 30 to 40 cents per hour	22		148				May	1	June 24	Minimum rate of 30 and 33 cents per hour agreed on, many strikers had secured work at 40 cents.
Plasterers	Winnipeg, Man.	Demand for increase in wages of 10 cents an hour and a week of 50 hours	20		70				May	1		No settlement reported at end of month.
Plumbers	Toronto, Ont.	Against employment of non-unionists	1		50		8		Apr.	13		No settlement reported at end of month.
"	Toronto, Ont.	Demand for increase in wages from 37½ to 45 cts., apprentices from $6.50 to $8.50 per week and "closed shops"	104		500				May	17		No settlement reported at end of month.
Carpenters	Brantford, Ont.	Demand for increase in minimum wages from 20 to 30 cents per hour	5 5		120 120				May	1		Over half the strikers secured work at rate demanded; 35 sought work elsewhere, 10 still out at end of month.
Carpenters, iron and sheet metal wrkrs	Toronto, Ont.	Against employment of non-unionists	1		30				"	23	June 4	Non-unionists' joined unions on advice of contractor.
Metal Trades—												
Boilermakers	Victoria, B. C.	Demand for 8-hour day with current 9-hour scale	3		34		40		Nov.	19	June 1	Strike declared off, but employers state very few returned to work.
Shipwrights	Victoria, B. C.	Against employment of certain persons	1		40				"	28		No settlement reported at end of month.
Ship labourers	Victoria, B. C.	Against discharge of certain persons	1		34				"	27		No settlement reported at end of month.
Iron moulders	Guelph, Ont.	Demand for 5 per cent. increase in wages	1		14				May	23	June 17	Increase in wages conceded.
Leather Trades—												
Harness and collar makers	Peterboro, Ont.	Demand for increase in wages and recognition of union	1		27				Apr.	22		No settlement reported at end of month.
General Transport—												
Longshoremen	Halifax, N. S.	Demand for increase in wages from 20 to 25 cents per hour, day work, and from 25 to 30 cents per hour night work	7		500				May	26	June 4	Settled by friendly mediation of the Department of Labour. Increase in wages conceded.

TABLE OF TRADE DISPUTES DURING THE MONTH OF JUNE.—*Continued*

Occupation	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males	Females	Males	Females			
Scowmen	St. John, N. B	Demand for increase in wages from $2.50 to $3.00 per day	.....	.....	80	.....	.....	.....	May 24	.....	No settlement reported at end of month.
DISPUTES WHICH BEGAN DURING THE MONTH.											
Fishing—											
Fishermen	Fraser River, B.C.	Against reduction in price of spring salmon from 5 to 4 cents per pound	.....	.....	7[illegible]	.....	50	.....	June 22	.....	No settlement reported at end of month.
Lumbering—											
Saw mill hands	Etchemin, Que.	Demand for increase in wgs.	1	.....	55	.....	.....	.....	June 13	June 19	Increase in wages granted.
Mining—											
Coal miners	Joggin Mines, N.S.	Against discharge of an employee	1	.....	300	.....	.....	.....	June 27	.....	No settlement reported at end of month.
Building Trades—											
Carpenters	Hamilton, Ont	Against employment of labourers for removing false work from concrete beams and floors	1	.....	30	.....	.....	.....	June 10	.....	No settlement reported at end of month.
Plasterers' labourers	Toronto, Ont	Demand for increase in wages from 30 to 35 cents an hour for an 8-hour day.	10	.....	12	.....	.....	.....	June 1	June 18	Wages increased to 30½ cents an hour. Time and a half for Saturday afternoon and all overtime—a compromise.
Plasterers	Peterborough, Ont	Demand for increase in wages from $3 to $3.25 per day	4	.....	13	.....	.....	.....	June 17	.....	No settlement reported, but strikers returned to work.

Metal Trades—												
Machinists	Toronto, Ont.	Demand for reduction in working hours from 10 to 9 with no change in wages	50		750				June	8		Some employers granted demand, about 400 men were still out at end of month.
Iron moulders	New Westminster B. C.	Demand for increase in wages from $3.75 to $4 per day and a reduction in working hours from 9 to 8.	1		12		15		June	25		No settlement reported at end of month.
Iron moulders	Vancouver, B. C.	Demand for increase in wages from $3.75 to $4 per day and a reduction in working hours from 9 to 8.			75				June	24		No settlement reported at end of month
Clothing Trades—												
Cloak workers	Toronto, Ont.	Demand for increase from 10 to 20 cents per garment	1		15				June	3	June 15	Dispute settled satisfactorily to men. Particulars not received.
Textile Trades—												
Woolen factory hands	Ste. Hyacinthe, Q.	Demand for increase in wages of 20 per cent. and re-instatement of discharged employees	1		224	259	41		June	10	June 17	Settled by conciliation of Quebec Bureau of Labour; Co. re-instated discharged men, and promised consideration of demand for higher wages.
Cotton spinners	Valleyfield, Que.	Demand for increase in wages	1		53		300		June	17	June 24	Demand granted; wages fixed at $2 per day
General Transport—												
Teamsters	Hamilton, Ont.	Demand for increase in wages from $42 to $45 per month	1		50				June	6	June 11	Work resumed at old rate on promise of Co. to investigate the men's claim.
Freight handlers	Port Arthur, Ont	Demand for increase in wages	1		250				"	8	" 15	Work resumed at old rate.
Freight handlers	Port Williams, O.	Demand for increase in wages	1		600				"	8	" 15	Work resumed at old rate.
"	Halifax, N. S.	Demand for increase in wages from 15 to 20 cents an hour, and 25 cents night work	1		40				"	12	" 13	Men's demands granted.
"	Halifax, N. S.	Demand for increase in wages	1		55				"	29		No settlement reported at end of month.
Teamsters	Montreal, Que.	Demand for increase in wages	1		325				"	20	" 21	Men's demands granted.
Unskilled Labour—												
Civic labourers	Kingston, Ont.	Demand for increase in wages	1		7				June	17	June 24	Increase in wages granted from 18½ to 19¾ cents per hour.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

Strike of Carpenters at Hamilton, Ont.

On June 10, carpenters employed by the Canadian White Company declared a strike at Hamilton, Ont., The cause of dispute was the employment of labourers in putting up and taking down false work for concrete beams and floors, or according to the company, in removing centres from reinforced concrete floors, the strikers claiming that this was carpenters' work. The company alleged, that so far as they knew no similar demand had ever been made before by carpenters to do this work. No settlement of this dispute was effected during the month, the firm continuing to employ the labourers, while the strikers remained idle. According to the carpenters' union 30 men were involved in this dispute, but according to the company there were 35 strikers.

Strike of Plasterers at Peterborough, Ont.

On June 17, a strike of 13 plasterers employed by 4 firms took place at Peterborough, Ont. According to a report received from one of the strikers, the plasterers had notified the employers on January 1, that they desired an increase in wages from $3. to $3.25 per day to take effect on May 1. The increase in wages not being granted, the plasterers waited six weeks longer and then stopped work. The employers made an offer of $3.15 per day to the strikers, and some of them returned to work. The employers claimed they were unable to offer any more because the builders were only willing to give them one cent per yard more, instead of two cents, for which they had asked. No trade union was involved in the dispute.

Strike of Fishermen on Fraser River, B.C.

On June 22, the Fishermen's Union at New Westminster, B.C., declared a strike on account of the action of the canners in reducing the price of spring salmon from 5 to 4 cents per pound. About 75 men who had been fishing on the Fraser River were directly affected by this dispute and about 50 persons were indirectly affected. Several canneries and some retail dealers were involved in it.

Other Disputes.

On June 13, a strike of 65 sawmill hands was declared at Etchemin, Que., on account of the refusal of the employer to grant a demand for an increase in the minimum wages with a proportionate increase in the minimum wages which they had demanded, and a slight increase in the case of some of the others.

On June 6, about 50 *teamsters* employed by the Hendrie Cartage Company at Hamilton, Ont., declared a strike on account of the refusal of the Company to grant a demand for an increase in wages from $42 to $45 per month. On June 11 most the strikers returned to work on the promise of the Company to investigate their claims for an increase in wages, but some of them sought other employment.

On June 25, a strike of *iron moulders* employed by the Schaake Machine Works took place at New Westminster, B.C. The cause of the dispute was the refusal of the employers to grant a demand for an increase in wages from $3.75 to $4.00 per day and a reduction in working hours from 9 to 8 per day. About 12 men were directly affected by the dispute and 15 indirectly. No settlement was reported during the month.

On June 3, about 15 *cloak workers* employed by the Novi Modi Cloak Company of Toronto declared a strike, on account of the refusal of the employers to grant a demand for an increase in piece work prices amounting to from 10 to 20 cents per garment. After the strikers had been out nearly a fortnight, a settlement was reached and work was resumed. The dispute did not affect the whole establishment.

On June 1, about 400 *builders' labourers* declared a strike at Ottawa, Ont., on account of the refusal of the contractors to grant a demand for an increase in wages from 22 to 25 cents an hour, and to recognize a committee of the union. The dispute only lasted five hours, when the employers agreed to confer with the building labourers' union, and granted the demand for a minimum scale of 25 cents an hour.

On June 17, a strike of 7 *civic labourers* employed by the Board of Works of

Kingston, Ont., on concrete work for sidewalks, took place, the dispute arising from a demand for an increase in wages. On June 24 work was resumed, an increase in wages having been granted from 18 1-3 to 19 2-9 cents per hour.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada which began or were in continuance during the month of June and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during June 1907:

ONTARIO REPORTS.

Industrial Conditions in Ontario.

Seventh Report of the Bureau of Labour of Ontario for 1906. Toronto, King's Printer, 1907. Pages, 198.

THE Report of the Ontario Bureau of Labour makes mention of the establishment by the province of two free employment bureaus, one at Hamilton, and the other at Ottawa. The office at Hamilton was established on January 12, and on the 31st of that month there were registered 119 applicants for work, including journeymen of nearly all the principal trades, although the majority of applicants were labourers or unskilled hands. During the same period the employers registered 40 vacancies. From February 1 to 12, 38 unemployed registered, 13 vacancies were recorded, and 2 positions were filled. The employment bureau at Ottawa, which was established on January 18, reported 44 registered applicants for work and 35 positions for which help was required, from that date to February 14. As in previous years the Report contains replies from the Clerks of the principal municipalities of the province mentioning the new industries which have been established, and the industrial opportunities of the respective cities and towns. Some important industrial statistics are given, which were compiled from returns received from 133 manufacturing establishments. In these establishments there were employed 8,505 persons. The aggregate number of days in operation amounted to 43,718, an average of 284 days for each person. The gross value of the product was $18,473,139, and the wage bill amounted to $3,458,914, equivalent to an annual average wage of $406.69, or a daily wage rate of $1.48, an increase of 22 cents per day over 1905. The Report also contains a number of extracts from various government publications of industrial subjects of general interest.

BRITISH COLUMBIA REPORT.

Report of the Fisheries' Commissioner for British Columbia for the year 1906. Victoria, B. C., King's Printer, 1907. Pages 40.

The Fisheries' Commissioner of British Columbia in his Report for 1906 calls attention to the danger of the total destruction of the salmon fishing industry, if further restrictions are not imposed upon the capture of the sockeye salmon. In 1906, the catch in the Fraser river amounted only to 183,007, compared with 293,477 in 1902. The records show a steady decline in other recent years, comparing them in four year periods.

UNITED STATES REPORTS.

Industrial Conditions in Wisconsin.

Twelfth Biennial Report of the Bureau of Labour and Industrial Statistics. State of Wisconsin, 1905–1906. Madison, State Printer. 1906. Pages, 1379.

The twelfth biennial report of the Bureau of Labour and Industrial Statistics of Wisconsin is divided into seven parts. Part 1, contains an account of the co-operative movement in the United States. In Part II, the statistical aspect of strikes is discussed on the basis of official reports of the United States and various foreign countries. Part III deals with the liquor traffic in the United States and in Wisconsin. The other parts of the report deal with the housing problem in Wisconsin, the resources, industries and opportunities in that

State, manufacturing returns for 1904 and 1905, factory and bakery inspection and free employment offices.

OTHER REPORTS RECEIVED.

Great Britain.—Index and Digest of Evidence to the Report and Special Report from the Select Committee on Housing of the Working Classes Acts' Amendment Bill.

Report of the Departmental Committee on Bobbinite. Report and Appendices.

Report on an Explosion of Nitroglycerine at Factory No. 3, Ayr.

Report by the Local Government Board for Scotland as to the Proceedings of Distress Committees in Scotland from the Date of their Appointment to the 15th May, 1906.

New South Wales.—The Industrial Arbitration Reports and Records. Vol. V., Part 5., 1906.

Austria.—Bericht über die Tatigkeit des K. K. Arbeitsstatistischen Amtes im Handelsministerium während des Jahres, 1906.

France.—Album Graphique de la Statistique Générale de la France.

Germany.—Protokolle über die Verhandlungen des Beirats für Arbeiterstatistik, Mai, 1907.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

EXCHEQUER COURT CASES.

Negligence of Fellow Employees.

JUDGMENTS of great importance to employees in the service of the Government Railways were recently given in two cases in the Exchequer Court of Canada, on petitions of right filed by the widows of two employees of the Government Railways, who were killed while in the performance of their duty on the Intercolonial Railway.

Two petitions were filed, one by Dame Marguerite Armstrong, widow of H. C. Goddard, an engineer, who was killed at De Lotbinière Station in the Province of Quebec, owing to the fault of a fellow employee; and the other by Dame Desrosiers, widow of a brakesman, who was killed at Sayabec Station under like circumstances.

As the question is an important one and establishes the jurisprudence as to the application of the law of the Province of Quebec to like cases, the full text of the judgment of the Exchequer Court in the Armstrong case is published, as follows:—

Remarks of Mr. Justice Burbidge when rendering judgment.

The petition is filed by the suppliant to obtain relief for herself and her two minor daughters for the death of her husband alleged to have been occasioned by the negligence of the servants of the Crown. The action is based upon clause (*c*) of the 16th section of The Exchequer Court Act (50–51 Vict., 16); see also R. S. C., 1906, c. 140, s. 20 (*c*), by which it is provided that The Exchequer Court shall have exclusive original jurisdiction to hear and determine every claim against the Crown arising out of any death or injury to the person or to property on any public work resulting from the negligence of any officer or servant of the Crown, while acting within the scope of his duties and his employment. Prior to the 23rd June, 1887, when the act of the Parliament of Canada (50–51 Victoria, chapter 16) came into force the subject had in Canada no remedy by petition of right for any wrong done to him by a servant of the Crown. (The Queen *vs.* McFarlane, 7 S. C. R., 216); and The Queen *vs.* McCleod, 8 S. C. R., 24). The Act 33rd Victoria, chapter 23 (R. S. C., c. 40, s. 6) had made provision in such cases for a proceeding before the Official Arbitrators but no petition of right would lie in any such case. In 1887 the jurisdiction that the Official Arbitrators had theretofore exercised was, by the act first mentioned, transferred to this Court; and that jurisdiction was in that respect defined in the terms of the clause of the Act cited (50–51 Vict., c. 16, s. 16 (*c*). This provision has been considered and discussed in a number of cases in this Court, and on appeal in the Supreme Court of Canada, with the result (so far as the judgments of these courts may determine the matter) that it has been settled that the provision referred to not only gave jurisdiction to the court, but imposed a liability upon the Crown to answer in such cases for the wrongful acts of its officers and servants. (The City of Quebec *vs.* The Queen, 2 Ex. C. R., 269; 24 S. C. R., 429, Filion *vs.* The Queen, 4 Ex. C. R., 144; The Queen *vs.* Filion, 24 S. C. R., 482; Ryder *vs.* The King, 9 Ex. C. R., 330; 36 S. C. R., 462; Paul *vs.* The King, 36 S. C. R., 126.) I think too that it may be taken to be settled by the general concurrence of judicial opinion in the cases referred to that it was the intention of Parliament that the liability of the Crown should be determined by the general law of each province in force at the time when such liability was imposed. If that is the true construction of the statute it will happen that the Crown will be liable to answer for its servants' wrongs in one province, when under like circumstances there might be no liability in some other province of the Dominion. That aspect of the matter is illustrated by Filion's case (4 Ex. C. R., 144; 24 S. C. R., 482), where the cause of action arose in the province of Quebec, and Ryder's

case (9 Ex. C. R., 330; 36 S. C. R., 462), where it arose in the province of Manitoba. In the latter case the petition failed because the negligence proved was that of a fellow servant of the deceased; while in the former case it was sustained, although the negligence complained of was also that of a fellow servant of the deceased; it being held that such a defence was not open to a defendant under the laws of the province of Quebec. And in the present case, the question arises as to whether or not the Crown's liability is to be determined as a subject's would be by reference to the provisions of article 1,056 of the Civil Code, which provides that in all cases where the person injured by the commission of an offence or a quasi offence dies in consequence, without having obtained indemnity or satisfaction, his consort and his ascendant and descendant relative have the right, but only within a year after his death, to recover from the person who committed the offence, or his representatives, all damages occasioned by such death. That provision formed part of the general law of the Province of Quebec not only in 1887, when the Act 50–51 Victoria, chapter 16, was passed, but also in 1870 when the Official Arbitrators' Amendment Act, 33 Victoria, chapter 23, was enacted. If that provision is applicable to cases where the death results from the negligence of the Crown's servants acting within the scope of their duties or employment on a public work in the Province of Quebec, the Crown's liability will, in that province, be different from what it is in the other provinces of Canada. Dealing with a similar question, Sir Henry Strong, C. J., in The City of Quebec *vs.* The Queen, (24 S. C. R., 429) is reported as follows: "It can make no difference that all the provinces save one derive their common law from that of England; the circumstance that the private law of one province, Quebec, is derived from a different source, makes it impossible to say that there is any system of law apart from statute generally prevalent throughout the Dominion. No inconvenience can result from this, since every case which could arise would be provided for by the law of some one or other of the provinces." I think the question as to whether article 1056 of the Civil Code of Lower Canada is applicable to cases where the death is occasioned by the negligence of a servant of the Crown acting within the scope of his employment upon a public work in the province of Quebec, should be answered in the affirmative. And although such a construction of the statute makes against a uniform law throughout Canada respecting the Crown's liability in such cases, the Crown will not, after all, stand in any different position in that respect to any railway company or other corporation which carries on its business in several provinces of the Dominion. The accident which occasioned the death, on the day following, of the suppliant's husband, occurred on the 26th September, 1903, in the province of Quebec, at De Lotbiniere Station, on the Intercolonial Railway, a public work of Canada. The deceased was a locomotive engineer, and at the time of the accident was on duty on his engine, which was derailed at the station mentioned. The accident happened because one Albert Charland, a fireman employed on another train on the railway, failed properly to set and lock a switch that, under the particular circumstances of this case, it was his duty to open and close. It is admitted that he failed to lock the switch; and the weight of evidence leads, I think, to the conclusion that he also failed to set it properly. The case is, I think, within the provisions of clause (*c*) of the 16th section of the Exchequer Court Act (50–51 Vict., chap. 16, sec. 16 c.) that has been cited. That leads to the consideration of a defence on the part of the Crown, which is stated in the following terms: "8, The deceased, Holsey Cleveland Goddard, became during his life time and was at the time of his death, a member of the Intercolonial Railway Employees' Relief and Insurance Association, class C. 9. Under the constitution, rules and regulations of the said association, of which the deceased had been furnished with a copy and the certificate of membership issued to him, and in which he had nominated his wife, Marguerite Henrietta Jane Armstrong, the above named suppliant, as the person to receive all the insurance moneys accruing upon the said certificate, the suppliant became entitled on the death of the said Goddard to receive from the association the sum of $250 insurance money. 10. The said sum of $250 was duly tendered by the said association to the said Marguerite Henrietta Jane Armstrong, who refused to accept the same. 11. By the constitution, rules and regulations of the said association it was provided that in consideration of the annual contribution from the Railway Department to the association, the Railway Department should be relieved of all claims for compensation for injury to or death of any member. The Railway Department made the said contribution. 12. It was further provided that all permanent male employees of the Intercolonial Railway should be contributors to the said association during their employment. It was one of the terms on which the said Goddard sought and accepted employment on the Intercolonial Railway that he would become a member of the said association and be bound by its constitution, rules and regulations. 13. The said Goddard, in his life time, by his contract of employment with the respondent, released and discharged the respondent from and agreed that the respondent should not be liable for any claim or demand of the kind sued for, including the suppliant's claim herein." Except that in the present case the suppliant has not as yet accepted the insurance money to which she is entitled, the defence does not, in this aspect of the case, differ materially from that which came under consideration in Grenier *vs.* the Queen (6 Ex. C. R., 276). In that case it was in this court held that the defence failed. In the Supreme Court of Canada, on appeal from this court, the defence was sustained. (The Queen *vs.* Grenier, 30 S. C. R., 42). It is now contended that the result of the decision in Miller *vs.* The Grand Trunk Railway Company of Canada (1906, App. Cases, 187) is to overrule The Queen *vs.* Grenier. It seems to me that the contention is well founded and that the defence upon which the Crown relies in this cannot, in view of their lordships' decision in Miller's case, be sustained. In the latter case, following Robinson *vs.* The Canadian Pacific Railway Company (1892, App. Cases, 481), it was held, contrary to what had been held in the Supreme Court in The Queen *vs.* Grenier case, that the right of action conferred by article 1056 of the Civil Code of Quebec on the widow and the relatives of a deceased employee, whose death has been caused by negligence, for which the employer is responsible, is an independent and personal right of action; and not, as in the English Act known as Lord Campbell's Act, conferred on the representatives of the deceased only; and, that a provision in a by-law of a society to which the deceased belonged, and to the funds of which the defendant company subscribed, that in consideration of such subscription no member of the society or his representatives should have any claim against the company for compensation on account of injury or death from accident, did not constitute a good defence of the widow's action. The insurance money to which she became entitled under the rules of the society did not proceed from the company, had no relation to its offence and was equally payable in case of natural death; and the deceased could not, by reason thereof, be said to have obtained indemnity or satisfaction within the meaning of article 1056 of the Civil Code. That case is not, I think, distinguishable either from the Grenier case or from this one. There will be a declaration that the suppliant is entitled to the following relief, that is to say:—To recover from the Crown for damages sustained by the death of her husband: (1) For her own use the sum of five thousand dollars; and (2) in her quality or capacity of tutrix for her minor children the sum of two thousand five hundred dollars, the latter sum to be apportioned as follows, namely: One thousand dollars to Hilda Foster Goddard, and one thousand five hundred dollars to Lyall Wurtele Goddard. The suppliant will also be allowed the costs of her petition.

In the Desrosiers case, acting upon like principles, the Court gave judgment in favour of the suppliant, for $3,000 for herself and $1,000 for her child.

[Armstrong v. The King; Desrosiers v. The King; 24th June, 1907; Burbidge, J.]

ONTARIO CASES.

Conspiracy in Restraint of Trade.

As a result of the prosecution during 1905 and 1906 of the Master Plumbers' and Steamfitters' Association and the Central Supply Association of Toronto,* a decision has recently been given by Chief Justice Sir William Mulock upon the trial of certain members of the Central Supply Association which is of great interest to the public.

Defendant Peter McMichael and others were indicted for a conspiracy under section 520 of the Criminal Code, the indictment containing counts bringing the charge within sub-sections (*a*), (*b*), (*c*) and (*d*) of the section.

A. A. McMichael, one of the defendants, has died since the trial, and defendant Bush was not proceeded against. The case against Peter McMichael alone is dealt with.

The evidence showed that, continuously since 1st May, 1902, Peter McMichael has been the Manager of the Dominion Radiator Company, an incorporated company carrying on business in Toronto as dealers in radiators and boilers. For some time previous to 1903, there existed an association of plumbers and steamfitters called the "Master Plumbers' and Steamfitters' Association," and also another association of dealers in goods required by plumbers and steamfitters, known as the "Central Supply Association". Negotiations having been conducted between these two associations by representatives of each with a view to an understanding being arrived at in regard to matters of interest to the members of each, in May, 1903, an agreement was reached and reduced to writing as follows:

"Memorandum of agreement between the Master Plumbers and Steamfitters' Association and the representatives of the undersigned supply houses. Whereas negotiations have been under way for some months between the parties, hereto, with a view to improving the conditions of the trade generally, and to protect the Master Plumbers' and Steamfitters' Association, by giving the Association a preference over non-members of all plumbing and steamfitting goods purchased from the undersigned firms. It is hereby agreed between the parties hereto as follows: That the members of the Master Plumbers' and Steamfitters' Association will endeavour to buy all goods for their work from, and will give the preference on all purchases where prices are equal to the jobbing and supply houses signing this agreement. That the undersigned supply houses will not sell to the general public plumbing goods, steam, hot water or gas fittings, but when prices are asked from them, they may quote parties wanting an idea of cost not less than 25 per cent. over the association prices. That the undersigned supply houses will not sell plumbing goods or steamfitting, hot water or gas fittings (except steam pipe and fittings), to the trade generally, except at an advance of 20 per cent. upon the prices quoted to members of the Master Plumbers' and Steamfitters' Association, and that they will give the said members in good standing, unless otherwise notified by the Association, a preference of 20 per cent. on all purchases made by said members better than the figures at which they will sell a like quantity and quality of similar goods to persons in the trade who are not members of the Master Plumbers' and Steamfitters' Association."

This was signed on behalf of ten companies, one, the Dominion Radiator Company, Limited, signed by P. McMichael, Manager. The terms of the agreement were arrived at as a result of meetings between a committee of the Plumbers' and Steamfitters' Association, Mr. McMichael and others. This agreement continued in force until the autumn of 1904, when the parties entered into another and more rigid agreement.

It was held by the Court that the agreement above set forth contravened the provisions of section 520 of the Criminal Code, as did that also of 1904. The goods, the subjects of each agreement, were articles or commodities which were properly the subject of trade and commerce. The agreement of 1904, was also one to unduly limit the facilities for supplying or dealing in them, restrain or injure trade or commerce in relation thereto, to unreasonably enhance their price and to unduly prevent or lessen competition in their purchase, sale and supply. Defendant Peter McMichael, as manager of the Dominion Radiator Company, conducted the negotiations with representatives of the Plumbers' Association, which culminated in the agreement of May, 1903. On behalf of that company he personally signed the agreement. Thereafter, as manager of the company, he endeavoured to have his

* Special articles dealing with this question were published in the January, February and March, 1906, issues of the *Labour Gazette*, at pp. 773, 905, 1022.

company live up to the terms of the agreement. As representative of the company, he took part in negotiations which led to the making of the agreement of October, 1904, and the issuing of the lists or directions with a view to his company carrying out the terms of this latter agreement, and endeavouring to cause his company to live up to the terms of this latter agreement. His conduct was not merely that of acquiesence, but of personally promoting the agreements in question, and of causing his company to carry out their terms. Having thus actively aided in the bringing about of these illegal conspiracies or agreements, he was held to be, under the Code, liable as a principal. He was accordingly found guilty of the offence charged against him under section 520 of the Criminal Code, and a fine of $250 was imposed upon him, together with the costs incurred in and about his prosecution and conviction, and with, in default of payment within one month, imprisonment for three months

(Rex v. McMichael, 26th June, 1907, Mulock, C. J.)

False Representations to Intending Immigrants.

At Brantford, Ont., the secretary-treasurer of the William Buck Stove Company was charged with inserting in a Scottish newspaper an advertisement for stove mounters and moulders, in which it was stated that there was no strike or labour unrest at the Buck establishment. The charge was preferred by a stove mounter previously employed by the company, but at the time on strike. The members of the firm and two stenographers testified that they had no knowledge of the advertisement and that no communication had been had with the secretary of the Manufacturers' Association or the Secretary of the Employers' Association with reference to the matter. The case was dismissed.

(Mathers vs. Parker, Woodyatt, P. M., Brantford, Ont.)

Conviction under the Alien Labour Act.

A conviction under the alien Labour law occurred on June 26, at Blind River, Ont., before Mr. T. E. Williams of Thessalon, Ont., Police Magistrate, in the case of the Spanish mills company. Proceedings had been instituted by Mr. B. M. Wylie of Echo Bay, Ont., and an investigation showed that a breach of the law had been committed on April, 21, 1906, when the Company had prepaid transportation to an alien under contract to work at Spanish, Mills, Ont. Owing to the length of time since the breach of the law had occurred, and its being the first charge of an infringement of the act in the district, Mr. Williams imposed the minimum penalty of $50 with costs. Mr. Wylie, the informant, having made application for a proportion of the penalty imposed in accordance with section 11 of the Act, the Minister of Labour has recommended to the receiver general that the maximum propotion of 50 per cent payable under such circumstances be paid to Mr. Wylie.

((Rex. vs. Spanish Mills Co., June 26, 1907; T. E. William, P. M. Thessalon.)

Appeal in Damages Action Dismissed.

In the case noted at page 818 of the Labour Gazette for January, 1907, on an appeal taken by the defendants the Court of Appeal has confirmed the verdict and judgment at the trial in favour of plaintiffs for $10,000 damages for the killing of John A. McKay, a C.P.R. engine driver who was killed in a collision between his train and a train of defendants at a crossing near St. Thomas.

(McKay v. Wabash Railway Co., 28th June, 1907, Court of Appeal).

Claim for Fifteen Years Wages.

In the case noted at page 215 of the Labour Gazette for August, 1906, an appeal taken by defendant, the Court of Appeal has reduced the amount awarded at the trial to the sum of $765 and otherwise dismissed the appeal.

(Chalk v. Wigle, 5th June, 1907, Court of Appeal.)

Question of what Law Applicable to Suit for Damages.

Plaintiff brought action against defendants for damages for the death of her husband, an engineer who was killed while in the employ of the defendants, in the Northwest Territories.

The jury found negligence on the part of defendants and awarded plaintiff $8,000 damages.

Defendants objected that the law of the Province of Alberta should have been proved and that there was no evidence of negligence to go to the jury.

After reserving judgment the trial Judge held that the Northwest Territories Act, R.S.C., 1886, chap. 50, secs. 11 and 12, and R.S.O., 1897, chap. 73, sec. 21, disposed of the first objection and that there was evidence which could not be withdrawn from the jury connecting the negligence charged and found by the jury with the commencement of the series of events that resu'ted in the death of plaintiff's husband in the manner found by the jury and entered judgment in accordance with the verdict.

(Woolsey v. Canadian Northern R. W. Co., 5th June, 1907, Falconbridge, C. J.)

Judgement in Damage Action Confirmed.

The Divisional Court has confirmed a verdict and judgment at the trial in favour of plaintiff for $800 damages for personal injuries. Plaintiff was engaged as a sawyer in the defendants' broom manufactory at St. Thomas. On 12th January, 1907, plaintiff, in order to replace a belt upon a pulley, stood upon a ladder, supplied for that purpose, which broke beneath him, precipitating him to the ground, and resulting in very serious injuries. The defendants denied negligence on their part and pleaded contributory negligence on the part of the plaintiff.

(Swanton v. Thomas Bros., Ltd., 19th June, 1907, Divisional Court.)

Appeal in Damage Suit Allowed.

An Action was recently brought by the widow of John Wilson to recover damages for his death. The deceased was in the employment of defendant as a fireman in a brick factory at Todmorden, near Toronto. On the night of 6th July, 1906, the deceased was, as plaintiff alleged, engaged in his ordinary duties, and owing to defendant's negligence in employing an insufficient orce of men, the deceased was compelled to leave his engines to go into the buildings in which the drying and cooling rooms are situated, in order to transfer the cars from the drying room in to the cooling room. The tracks on which the cars ran were on a grade and the cars were held back by blocks of wood laid across the tracks. These blocks the deceased had to remove in order that the cars might run into the cooling room. The wheels of the cars were jammed against the blocks and considerable force was necessary to remove the blocks. While he was thus engaged his head was caught between the car and the upright post between the tracks. His skull was crushed and he was instantly killed. The jury gave a general verdict for plaintiff and also answered certain questions and assessed the damages at $1,500. On an appeal by defendant it was contended that there was no reasonable evidence to support the findings of the jury and the Court of Appeal adopted this contention and allowed the appeal and dismissed the action.

(Wilson v. Davies, 28th June, 1907, Court of Appeal.)

Appeal in Damage Suit Dismissed.

Plaintiff was a deckhand in the employment of defendants upon their steamer "Macassa," plying between Toronto and Hamilton. On the morning of September 17th, 1906, the steamer stopped at the Burlington Canal pier, and plaintiff was handling the rear line at the timberhead, when his foot caught by the rope and cut off. Plaintiff charged that the defendants were guilty of negligence in that they did not protect plaintiff from interference from the crowd by fencing the timberhead off from the rest of the deck. At the trial the jury found that the defendants were guilty of negligence that caused the accident; that the negligence was "the mate not instructing Frawley to coil the rope properly, and allowing the passengers to displace the coil of rope, causing the coils to be scattered;" that the injury was caused by the negligence of the mate, and that plaintiff could not by the exercise of ordinary care have avoided the accident. They assessed the damages at $1,300. On an appeal by defendants they contended that there was no evidence to support the findings and there should be a non-suit or at least

the findings should be set aside and a new trial directed. The Court of Appeal, however, dismissed the appeal and confirmed the judgment at the trial.

(Frawley v. Hamilton Steamboat Co., 28th June, 1907, Court of Appeal.)

Judgment of Interest to Express Drivers.

The responsibility of the drivers of an express company to make delivery of goods entrusted to their care was affirmed by a decision given by Judge Gunn in the Division Court at Ottawa recently. In April last Joseph Butler, who was a driver for the Canadian Express Company was given three cases of eggs to deliver to an Ottawa firm. He stated that he went around early in the morning, before the consignees' store was open, and in order to have the firm get the goods as soon as possible, left them in the doorway. He called around in the afternoon to get the receipt for the delivery of the goods signed and was informed that the eggs had not been received. The Express Company had to pay the consignor $17, the value of the eggs and deducted the amount from Butler's wages. The latter brought suit against the Company to recover this amount, but the Judge held that as the Company had to make good the amount to the consignor it was entitled to keep it out of Butler's wages.

(Butler v. Canadian Express Co., 26th June, 1907, Division Court.)

QUEBEC CASES.

Prescription in Damage Suits.

Judgment was recently given in the Superior Court at Montreal in an action brought by the plaintiff, an employee of defendants, to recover damages for injuries received by him while working at a carding machine on February 15th, 1905.

The Court held that the action having been taken more than a year after the accident, the plaintiff had no right to judgment as the suit for damages, for bodily injuries, was prescribed by twelve months. The Court decided against the claim of the plaintiff that the prescription began only at the time the plaintiff had his fingers amputated. An employee of the defendants had advised the doctors not to cut off the fingers. This advice however, must be regarded as charitable advice and not as binding on the defendants to the extent of interrupting prescription.

(Versaillcs v. Merchants Cotton Company; 24th June, 1907; Charbonneau, J.)

Joint and Several Liability for Damages.

Paul Perepelitza, a labourer employed in the construction of the Montreal harbour sheds, fractured his left arm by falling from the second story of one of the buildings.

The accident occurred through the giving way of a loose plank which was placed across the steel beams, and upon which he was walking. Holding the Clinton Fireproofing Company, which had charge of the work, responsible for this accident, as well as Vladimir Petriff, who had control of the labourers, Perepelitza entered an action against both, jointly and severally, for $3,000 damages. Judgment was rendered by the Superior Court of Montreal recently maintaining the defendants' joint responsibility and condemning them to pay plaintiff $1,500 damages.

(Perepelitza v. Clinton Fireproofing Co., et al.; 18th June, 1907, Bruneau, J.)

Duty of Employer to furnish Medical Attendance for Injured Employee.

On the 21st January, 1906, plaintiff, who was then a man of 51 years of age, enjoying robust health, was working for the company defendant under its foreman, loading contractor's plant upon flat cars. There were six or seven men working together. A large square block of wood, weighing seven to eight hundred pounds, and formed of two square beams, had to be placed upon a flat car, and to perform this operation a derrick was used. The block was put on the car by means of the derrick, but it was found that it would have to be rolled over to make room for other material. This block had one spike stuck into it which projected. The chain connecting with the derrick had a hook at the end of it, and this was attached to the spike, to roll the block over into the proper position. Plaintiff warned the foreman

that the chain would slip. The foreman paid no heed to the warning and instructed plaintiff and another workman to place their hands on the block, without indicating any particular place where they should take hold. These instructions were given so that there would be no swinging of the block, and so that it would not fall endwise. A rolling hitch was made and the block was raised about two feet, when the hook at the end of the chain slid off the spike. The block rolled off, fell to the ground, and in doing so, the little finger of plaintiff's right hand got caught by the spike projecting from the block. This finger was inside the mitten plaintiff was wearing on his right hand. Plaintiff immediately went to the storeroom of the defendant, which was nearby, and in charge of one of the defendant's witnesses. There was no hot water in the storeroom, and the man in charge advised the plaintiff to wash his wound at the tap, which plaintiff did not do, being advised by someone else that it would be best to bind it up in the flowing blood. He followed the latter advice, and after receiving some wadding, which he used to cover his finger, rested there about ten minutes and then went home. Neither the plaintiff nor the foreman considered that the wound was serious; the defendant did not secure a surgeon and the plaintiff did not consult one on the day of the accident, which happened on a Sunday. The following Friday, plaintiff returned to his work, and performed some manual labour with his left hand. On Friday night he felt intense pain in his right arm. He then consulted a woman, who told him his hand was poisoned, and who prescribed hot potato skins as a remedy. Feeling no better, he called in a doctor. This was thirteen days after the accident, and he remained under his care until the 28th June, 1906. Plaintiff did not work for thirteen months; he was accustomed to earn $1.50 a day. The doctor's account amounted to $267.25.

The Court, in rendering judgment, said: "The company defendant did not help plaintiff by obtaining surgical assistance when he met with the accident, and the plaintiff did all that could be expected from a man in his sphere of life to obtain such remedies as he could secure. The little finger of his right hand was bruised and poisoned owing to the said accident, and it is so stiffened that he cannot articulate it. The plaintiff's right hand is partially, but seriously and permanently disabled to a considerable degree owing to the accident. I consider the damages resulting from the accident are attributable to the imprudence of the defendant's employees. Considering the doctor's bill, the permanent disability, the extra expense incurred by his illness, his loss of wages, and his loss of earning power in the future, I fix the damages suffered by plaintiff at $1,600, for which sum I give judgment against the defendant with interest and costs."

(Delorme v. Locomotive & Machine Co.; 13th June, 1907; Guerin, J.)

Damages Due to Collapse of Building.

A jury in the Superior Court at Montreal recently awarded damages to the extent of $1,999 for injuries sustained by plaintiff, a workman engaged in the construction of a building which collapsed while plaintiff was engaged at his work.

(Dallaire v. Dominion Park Co.; 2nd May, 1907 Guerin, J.)

ENGLISH CASE.

Common Employment—Negligence of Fellow-Servant

A servant, in entering his master's employment, takes upon himself the risk of negligence on the part of his fellow servants whatever position they hold, and there is no exception to this rule in the case of dangerous employments, or in the case of the employment of infants, where there is a duty to warn the servant of the danger, and where the master has delegated that duty to another person in his employment, and that other person has been guilty of negligence in not giving proper warning.

(Cribb v. Kynoch; 15th May, 1907; Divisional Court.)

THE
LABOUR GAZETTE

AUGUST, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JULY, 1907.

I.—GENERAL SUMMARY.

THERE was little change in industrial and labour conditions throughout Canada during July as compared with June. The crop outlook was about the same, the concensus of opinion being at the close of the month that the western wheat yield would be somewhat less than that of 1906, but that the yield of coarse grains would be heavier. Prices are on a higher level than in 1906, and it is anticipated that the monetary return for the present year's crop will be equal to that for the crop of 1906. There was an increase during July in the demand for men for railway construction work, and in anticipation of the western harvest season. Men were also in demand in the mining industry in Nova Scotia, Quebec and British Columbia. The stringency in the money market, however, caused a curtailment of building in some localities, and manufacturing and trade expansion was affected by the same cause. The lumbering industry had a very busy month. Good catches were reported from the Atlantic fisheries, but in British Columbia the run of sockeyes was small. Transportation companies of all classes reported the volume of traffic in excess of that of any previous year at the same season, as a result of the heavy immigration and tourist trade, and of the exceptionally large quantity of grain and general freight that was being moved.

Changes in Wages and Hours of Labour.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours of labour reported to the Department during July:—

Building.—Bricklayers (600) at Winnipeg, Man., obtained an agreement involving an advance of 5 cents per hour on January 1, 1908, the agreement to remain in force until May, 1909. A half-holiday on Saturday was also granted. Plumbers and steamfitters' helpers at Calgary, Alta., had their wages increased, the former from 45 to 51½, and the latter from 25 to 30 cents per hour.

Metal, engineering and shipbuilding.—Electrical workers at Halifax, N. S., obtained an increase of $1.50 per week in wages.

Printing.—At Toronto, Ont., an agreement affecting compositors, pressmen, mailers, electrotypers, stereotypers, bindery women, press feeders, and other members of the allied printing trades went into effect(1). At London, Ont. also, printers received an advance (2). The allied printing trades at Brantford Ont., had their hours decreased from 8½ to 8 per day, on July 1, in fulfillment of an agreement entered into in 1906.

Textile.—Dye house labourers at Sherbrooke, Que., had their wages increased five cents per day dating from July 12. At Montmorency Mills, Que., an increase of

(1) A copy of this agreement is published in the present issue, under the heading "Recent Industrial Agreements."

(2) See report of London correspondent.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

12½ per cent. in wages was granted to cotton mill employees.

Miscellaneous.—Barbers and civic employees at Windsor, Ont., received an increase in wages. ([3]).

Railway service.—Conductors, brakemen and baggagemen in the employ of the Quebec Central Railway obtained an increase dating from July 1. Enginemen and firemen in the employ of the Canadian Pacific Railway Company on western lines obtained an increase.

Street railway employees.—An advance in wages amounting to 2 cents per hour was granted to employees of the Toronto Railway Company.

Cost of Living.

Prices in general remained on a high level during July. Flour and bread were upward in some localities. Anthracite coal advanced in price at London, St. Thomas and other points in Western Ontario. Some advances in the price of the product of the Alberta and Crow's Nest Pass coal mines were reported. The high price of brick and other building material had a tendency to discourage building, notwithstanding the active demand for housing accommodation in nearly all of the large industrial centres. Planing mills were affected by the same conditions. Textiles were upward in tendency. Hides, pig iron and copper showed declines during July.

Interruptions to Industry.

The number of trade disputes in existence during July was twelve less than in June, but there was an increase of approximately 22,415 in the number of working days lost. Compared with July, 1906, there was an increase of ten in the number of disputes, and an increase of 49,415 in the number of working days lost.

Among industrial establishments, etc., destroyed by fire or through other causes during July, 1907, the following, as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Wood and pulp mills at Murray; the McDonald Block at Louisbourg; sinking of Str. Senelac in collision at Halifax, loss $100,000.

New Brunswick.—Business portion of Hartland, loss, $250,000; dye house and storehouse at Milltown; lath and shingle mill at St. Margaret's; dye and store house at St. Stephens, loss, $10,000.

Quebec.—Business portion of Arthabaskaville, loss, $35,000; bakery at Black Lake; lumber piles at Hull, loss, $2,500; paint factory at Montreal, loss, $12,000; mattress factory at Montreal, loss, $6,000; general store and post office at Portneuf; academy rolling rink at Quebec, loss $10,000; bakery at Rivière du Loup, loss, $1,500; store and dwellings at St. Henri, loss, $4,000; church at St. Hyacinthe. Collision between steamer Prescott and 2 other vessels at Montreal, loss, $200,000.

Ontario.—Saw mill at Barnston, loss, $3,000; peat mill at Fort Francis; boiler house at Guelph; boat house and boats at Hamilton, loss, $2,000; lumber yard at Lakefield, loss, $38,000; stores at Maynooth, loss, $20,000; lumber establishment, sash and door factory; fire station, hotel at New Edinburgh, Ottawa, loss, $350,000; nitro-glycerine works at Petrolea; wall paper factory at St. Catharines, loss, $12,000; drug store at St. Thomas, loss, $2,000; paint factory at Toronto, loss, $25,000; stables and sheds at Toronto, loss, $2,000; dye works and store at Toronto, loss, $4,000; cooperage at Wallaceburg; stores at Winchester, loss, $40,000; collapse of stores at London, loss, $100,000.

Barns at Aylmer, Grimsby and Welland.

Destruction of gasoline yacht by explosion at Toronto, loss, $18,000. Loss of steamer Tuscarora by collision near Port Hope.

Large forest fires were reported in the vicinity of Sault Ste. Marie.

Manitoba.—Oil Warehouse and sheds at Brandon.

Alberta.—Two theaters and stores at Edmonton, loss, $25,000.

Saskatchewan.—Barn near Wilcox.

British Columbia.—Shingle mill at Hastings, loss, $10,000; canning factory and shingle mill at Vancouver, loss, $10,000; storehouse and tin store at Vermillion, loss, $2,000; five blocks of buildings at Victoria, loss, $250,000; coal mine at Union, Vancouver Island.

Conditions in the industry and Trades.

Conditions of employment during July in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Interest centered during July in the progress made by the grain and fruit crops. On the whole, weather conditions in western Canada were favourable, with abundance of warmth and moisture, and the outlook showed little change as compared with June. Drouth was reported in a few sections of southern Manitoba, but the area affected was small and conditions were relieved in the latter half of

([3]) See report of Windsor correspondent.

the month. Estimates compiled by grain and railway companies, banks and other authorities, were to the effect that the wheat yield would probably be less than in 1906, but that the yield of barley and oats would be greater.

In Saskatchewan the estimated acreage under grain in 1907, as compared with 1906, is as follows:—

Grain.	1907.	1906.
Wheat	1,965,774	1,730,586
Oats	764,170	639,873
Barley	60,995	53,565
Flax	86,483	76,005
Speltz	871	768

The increase in wheat is 13.07 per cent; in oats, 19.42 per cent; in barley, 13.87 per cent; in flax, 13.78 per cent, and in speltz, 13.41 per cent.

It was expected that the harvest in Western Canada would be from 10 to 15 days later than last year, beginning about August 25 and becoming general about September 1.

In Alberta conditions were uniformly favourable, with the exception of certain sections in the southern portion of the province.

In Ontario and the eastern provinces, weather conditions were favourable and good growth was reported, though the straw will be short. Haying was in general progress in the closing week of the month; and though the yield was much heavier than had been anticipated, the average was not exceeded except in a few localities. Reports from Quebec and New Brunswick were more favourable than elsewhere.. In Nova Scotia, especially on low lying lands, hay was short. Oats will probably be below the average in the eastern provinces. There was a fair yield of small fruits, but vegetables suffered from frost in south-western Ontario. Other fruits made fair progress upon June conditions. Root crops promised exceptionally well throughout Canada.

Farm help continued scarce in Ontario, the Eastern Townships, Que., and the Maritime Provinces. The scarcity has led to an increased use of machinery by farmers.

Cheese exports were of fair volume during July, but butter was light. An inquiry was recently conducted by the Deputy Minister of Agriculture for Ontario, the Provincial Director of Dairy Instruction and the Chief Instructor for Eastern Ontario, through the 32 instructors employed by the Department, into the question of Sunday work in connection with the manufacture of cheese. It was shown that in western Ontario, out of 218 factories, only 68, and in eastern Ontario less than one quarter of the 1,000 factories, take in milk on Saturday nights and manufacture it into cheese. In the majority of cases where milk is thus taken in, it is found impossible to complete the work before twelve o'clock, though in most cases it is completed by 2 a.m. To obviate this, it would be necessary that the milk be retained either in the home of the patrons or at the factory, both of which, in many cases, are without storage facilities or ice. It was found, therefore, that to prohibit Sunday work in cheese factories would cause a large waste of milk. It was recommended, therefore, that for the present year permission be granted to continue Saturday night work in cheese factories until not later than 5 a.m., on Sunday morning, notification to be given to dairymen throughout the province that it will be necessary next year to comply fully with the requirements of the Lord's Day Act, and that arrangements for the storage or other utilization of the milk must be made during the interval.

Under the High School Act of Ontario, the trustees of a high school, or any number of boards of trustees, may engage the services of persons holding the degree of Bachelor of Science of Agriculture, or a certificate of qualification from the Ontario Agricultural College, to give instruction in agriculture to the pupils, provided that such course of instruction shall not supercede the instruction of the teacher in charge of the school, as required by the regulations

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Active	Active	Active	Very busy	Very busy	.....	Active
Westville	Active	Active	Active	Busy	Active	.....	Busy
Halifax	Active	Active	.....	.....	Active	.....	Busy
Amherst	Busy	Active	Busy	.....	Busy	.....	Busy
Prince Edward Island—							
Charlottetown	Active	Busy	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Busy	Busy	Busy	.....	Busy	Busy	Busy
Chatham	Active	Active	Busy	.....	Active	.....	Active
St. John	Active	Active	Busy	.....	Busy	.....	Busy
Quebec—							
Quebec	Busy	.....	Very busy	.....	Active	Busy	Busy
Sherbrooke	Busy	.....	Busy	Very busy	Busy	Active	Very busy
St. Hyacinthe	Active	.....	.....	.....	Busy	.....	Active
Montreal	Active	.....	.....	.....	Very busy	.....	Busy
Maisonneuve	Busy	.....	.....	.....	Busy	.....	Busy
Hull	Active	.....	Very busy	Very busy	Very busy	.....	Very busy
Ontario—							
Ottawa	Busy	.....	Busy	Active	Busy	Active	Busy
Kingston	Busy	Dull	Dull	Active	Busy	Active	Active
Belleville	Busy	Quiet	Dull	Busy	Very Busy	Busy	Very busy
Peterborough	Busy	.....	Active	.....	Busy	.....	Busy
Toronto	Busy	.....	.....	.....	Busy	Active	Busy
Niagara Falls	Active	Active	.....	.....	Busy	Active	Active
St. Catharines	Busy	.....	.....	.....	Busy	Busy	Quiet
Hamilton	Active	.....	.....	.....	Busy	Busy	Busy
Brantford	Very busy	.....	.....	.....	Very busy	Busy	Busy
Guelph	Busy	.....	.....	.....	Active	.....	Busy
Berlin	Active	.....	.....	.....	Busy	.....	Busy
Woodstock	Busy	.....	.....	.....	Active	.....	Busy
Stratford	Busy	.....	.....	.....	Busy	.....	Busy
London	Busy	.....	.....	.....	Very busy	.....	Busy
St. Thomas	Busy	.....	.....	.....	Busy	Busy	Active
Chatham	Very busy	.....	.....	Active	Active	Active	Active
Windsor	Busy	.....	.....	.....	Very busy	.....	Active
Sault Ste. Marie	.....	.....	Active	Active	Busy	.....	Active
Port Arthur & Fort William	.....	Active	Busy	Very busy	Active	Active	Active
Manitoba—							
Winnipeg	Busy	.....	.....	.....	Busy	Very busy	Active
Brandon	Busy	.....	Busy	.....	Active	Very busy	Busy
Saskatchewan—							
Moose Jaw	Busy	.....	.....	.....	Busy	Very busy	Busy
Regina	Busy	.....	.....	.....	.....	.....	Active
Alberta—							
Calgary	Busy	.....	.....	.....	Busy	Busy	Quiet
Edmonton	Busy	.....	.....	.....	Busy	.....	Quiet
British Columbia—							
Nelson	Busy	.....	Busy	Busy	.....	.....	.....
New Westminster	Active	Quiet	Very busy	.....	Busy	Active	Busy
Vancouver	Busy	Quiet	Busy	.....	Active	.....	Busy
Victoria	Busy	Active	Busy	Busy	Very busy	.....	Very busy
Nanaimo	Busy	Active	Very busy	Very busy	.....	.....	Busy

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE, SERIES G., No. 43.

CANADA DURING THE MONTH OF JULY, 1907.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavorable, as follows: (1) active,

Metal, Engineering Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Very busy	Active	Active
.....	.....	.....	.....	.....	.....	.....	.....	Busy
Active	.....	Active	Active	Active	Active	Active	Active	Active
Busy	Busy	Very busy	Active	.....	.....	Busy	Busy	Very busy
Active	Active	Active	Active	Active	Busy	Active	Active	Active
Busy	Active	Very busy	Very busy	Active	Active	Very busy	Active	Very busy
Active	Active	Active	Busy	Active	Active	Busy	.....	Busy
Active	Busy	Very busy	Active	Active	.....	Very busy	Busy	Very busy
Busy	.....	Busy	Quiet	Active	Quiet	Very busy	Very busy	Busy
Busy	Busy	Busy	Very busy	Busy	.....	Busy	Busy	Very busy
Active	Active	Busy	Busy	Active	Busy	Busy	Active	Very busy
Active	Active	Active	Active	Active	Active	Very busy	Active	Active
Active	Busy	Busy	Active	Active	Active	Very busy	Active	Very busy
.....	.....	.....	.....	.....	.....	.....	.....	Very busy
Busy	Busy	.....	Active	.....	Active	Busy	.....	Busy
Busy	Active	Busy	Busy	Active	Active	Busy	Busy	Active
Busy	Busy	Busy	Active	Active	Busy	Very busy	Active	Very busy
Active	Active	Active	Quiet	Active	Active	Very busy	Active	Busy
Active	Active	Busy	Active	Active	Active	Active	Active	Active
Busy	.....	Active	Busy	Busy	.....	Very busy	Busy	.....
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	Active	Very busy	Active	Busy	Active	Busy	Busy	Busy
Busy	Busy	Busy	Busy	Busy	Busy	Busy	Busy	Very busy
Active	Active	Active	Active	Busy	.....	.....	.....	Active
Active	Busy	Active	Active	Active	Busy	Active	Active	Busy
Active	Busy	.....	Active	Active	Active	Busy	Busy	Active
Active	Active	Active	Busy	Busy	Active	Busy	Active	Active
Busy	Busy	Very busy	Quiet	Busy	Busy	Very busy	Busy	Busy
Very busy	Active	Active	Active	Active	.....	Busy	Active	Busy
Busy	Active	Very busy	Quiet	Active	.....	Busy	Busy	Busy
Busy	Busy	Busy	Very busy	Active	Active	.....	Active	Very busy
.....	Active	.....	Active	.....	.....	Busy	.....	Active
Busy	.....	.....	.....	.....	.....	.....	.....	Active
Busy	Busy	Quiet	Busy	Busy	Busy	Very busy	Busy	Busy
Busy	Active	Active	Active	Active	.....	Busy	Quiet	Active
Active	Active	Active	Busy	Active	Active	Very busy	Active	Very busy
.....	.....	Very busy	.....	Active	.....	Very busy	Busy	Busy
Active	Active	Busy	Active	Active	Busy	Busy	Active	Active
Quiet	.....	Active	Active	Busy	.....	Busy	Active	Quiet
.....	.....	.....	.....	.....	.....	.....	.....	Busy
Active	Active	Active	Active	Active	Active	Active	Active	.....
Busy	Busy	Active	Active	Active	Active	Busy	Quiet	Active
Busy	Busy	Busy	Active	.....	.....	Busy	Busy	Busy
Busy	.....	.....	.....	.....	.....	Very busy	.....	Very busy

of the Education Department. As no schools in the province have, up to the present year, taken action in this matter, the legislature made a special vote at the past session to assist in covering expenses of such instruction in certain high schools to be selected. The high schools selected were Collingwood, Galt, Essex, Lindsay, Perth and Morrisburg, and a circular embracing the course of study is being prepared. It is anticipated that the course may be more largely taken up at a later date, and that other schools may make provision for this special instruction in agriculture.

An Ontario branch association of the American Poultry Association was organized during July.

Fishing.

Fair catches were reported from the Maritime Provinces. The lobster season closed under favourable conditions, notwithstanding the late opening of the season. It is expected that the financial result will exceed that of last year, the average price paid at the factories in Prince Edward Island being $1.75 per cwt., though in some localities payment is made by count. It was estimated that 188 lobster canning factories were in operation on the island this year, employing 5,000 men and 3,000 girls, the number of boats being 2,000. For the first time in the history of the province, live lobster stock was shipped to Boston. In Cape Breton the fishing season was extended to August 10 in order to compensate for the delay and damage to gear caused by drift ice during the spring. Fish were reported plentiful in certain points in Lake Erie, but in other localities catches were light. At a meeting of the National Fisheries' Society held at Erie, Pa., the adjustment of differences between fishermen of the United States and Canada operating on the great lakes, was discussed. Few sockeyes had been taken on the Fraser river, B. C., up to July 20. The traps off Vancouver Island also reported light catches, though a fair number of springs was taken. At Rivers' Inlet, the Skeena River and other northern fishing grounds, fish were reported somewhat scarce. A shortage of labour was also reported. Some heavy catches of whales off Vancouver Island were made in the opening week of the month, and operations looking to the extension of the industry were in active progress. Sessions of the British Columbia Fishery Commission were held at Victoria during July.

Lumbering.

Sawmills were very busy in Ontario, Quebec and the Maritime Provinces. Prices continued firm, but the general demand was less active, and shipments were on a less extensive scale than in June. It was estimated that upwards of 4,000,000 spruce logs have been floated down the St. Maurice river this season, of which 2,500,000 were for Canadian pulp and paper mills. Wages in connection with the employing of men for the coming season in the woods were the same as last year, ranging from $28 to $35 per month with board. In British Columbia the mills were working to full capacity. In view of the continued scarcity of good logs, prices slightly advanced, and a number of logging camps which had closed down during June re-opened, while others were working on half shifts preparing skid roads and machinery. It is expected that the camps will again be manned by full gangs on August 1. It was estimated that the entire cut of lumber in British Columbia during the year ended June 30 would be in the neighbourhood of 678,687,324 feet. Wages remained on a high level both in the camps and in the mills.*

The fourth annual meeting of the Lumbermen's Association of NovaScotia was recently held at Yarmouth, N. S. Papers were read dealing with the preservation of Canadian forests and water supply, forest protection and perpetuation, forest growth, etc.

The work of supplying trees to farmers and settlers on prairie lands by the Forestry Branch of the Department of Agriculture, Canada, has been actively in progress since the opening of the pres-

* For statement re prevailing scales see April, 1907, issue of *Labour Gazette*, page 1051.

ent season. Large plantings of trees on the Dominion forest reserves in Western Canada have also been made.

Mining.

The producing and shipping facilities of the Nova Scotia collieries were worked to their utmost capacity during July in the effort to overtake the falling off in shipments caused by drift ice in the early months of the year. A considerable gain has been made on the shortage reported in June. In Quebec pronounced activity in the mica and asbestos mines continued, operations exceeding in extent those of any previous year, with men in demand at several points. Favourable reports were received from North Hastings, Ont., with regard to the production of iron ores. At Cobalt, Ont., a general strike of miners was declared on July 8, causing a diminution in the output† In the oil producing regions of Ontario, further developments were reported. The first run of iron shipped from the Antikokan mines was made during July at Port Arthur, Ont. The company was reported to have large orders on hand for pig iron. The coal mines in Alberta and British Columbia were working to full capacity, additional labour being taken on as available. In the metalliferous mines of British Columbia, also, the month was exceedingly busy and the output heavy. From the low grade mines of the Boundary district, shipments during the present year will show a gain on those of 1906, which amounted to 1,161,537 tons. In 1900, the first shipping year, the total was 100,000 tons. It was stated also that a number of additional men could find employment in the mines and smelters of the Boundary district, notwithstanding that a considerable influx of labour took place during the first half of the month. Ten of the fourteen furnaces of the district were in blast, and it was stated that the number would be added to as soon as the necessary labour was available.

† A special article dealing with the causes of this dispute, and with the action of the Department of Labour in connection therewith is published elsewhere in the present issue.

Manufacturing.

Conditions showed little change as compared with June. Establishments in almost every branch of the industry were busy. The stringency of the money market had the effect of checking in some localities the rapid expansion in equipment that has been in progress for some time past. With the prospect, however, of favourable market conditions in western Canada during the present season, the output remained steady and on a heavy scale.

In connection with the manufacture of beet sugar in Canada, it was reported by the manager of the Ontario Sugar Beet Company, Limited, at Berlin, Ont., that the factory was in operation 120 days during the past season, during which period 52,567 tons of beets were consumed and approximately 10,250,000 pounds of granulated sugar manufactured. The weather conditions affecting the harvesting of the beets and their delivery at the factory in 1906 were favourable, and the price paid for raw material slightly less than in the previous year. The Wallaceburg Sugar Company, Limited, reported that its factory was in operation 96 days and nights, and sliced 54,000 tons of beets. Weather conditions were unfavourable, many of the beets received being unfit for factory purposes. The price paid for beets was $4.39 per ton in 1906, compared with $4.73 in 1905. Steam drying apparatus is being installed in the factory for converting the beet pulp into cattle f od. At Raymond, Alta., the factory of the Knight Sugar Beet Company, Limited, was operated for about 60 days, during which time 18,295 tons of beets were sliced and 4,673,300 pounds of sugar manufactured. The labour problem was reported serious, over 200 acres of beets having been left in the ground last year owing to shortage of help. Five dollars per ton was paid for beets delivered at the factory since the industry began. The Government of Ontario decided at the last session of the legislature not to continue the payment of bounty on the manufacture of beet sugar, the payments made on the basis of production of 1906 being the fifth and last.

Railway Construction.

The month was exceedingly busy, with railway construction labour in active demand, especially in western Canada, where large numbers of additional men were taken on. Good headway in the grading of the prairie section of the National Transcontinental railway was reported, and it is expected that the work will be finished to Edmonton, Alta., this year. Track laying has been hampered by a scarcity of railway ties. Favourable reports were received with regard to grades in the mountain section of the road. About 4,000 men were constantly employed on the section between Winnipeg and Lake Superior Junction. With the approach of the harvest season, a general scarcity of labour is anticipated, in view of the extensive nature of the operations in progress.

Contracts were awarded for additional locomotives and rolling stock for the Intercolonial railway, including a large number of freight engines and box cars. The Grand Trunk Railway Company made some important additions to rolling stock during July, it being estimated that about $7,000,000 worth of rolling stock has been received by the company in the past year. The Canadian Pacific railway will also add a number of heavy locomotives to the Mountain division. It was stated that a new steamship would be added to the Pacific service of the Canadian Pacific Railway Company. Two new vessels for the lake service will be brought from Great Britain to Canada during the coming autumn.

On July 6, a new lift lock, situated at Kirkfield, Ont. on the Trent Valley Canal, was formally opened for traffic by the Hon. Rodolphe Lemieux, Postmaster General and Minister of Labour. The opening of the lock will render the portion of the canal extending from Barrie on Lake Simcoe to Healey's Falls, a distance of 160 miles, available for traffic. The total length of the waterway from Georgian Bay to Lake Ontario is estimated at 220 miles.

General Transport.

Railway employees of all classes had an exceptionally busy month. Tourist and immigration traffic was very heavy, and the movement of freight greater than in any previous year at this time. Some shortage of cars was reported in Alberta and British Columbia, the sawmilling and mining industries being inconvenienced thereby. Shipping by water was also very active, as shown by the tonnage returns of vessels using the Canadian canals and ports. The total traffic through the Sault Ste. Marie canals, for example, during June amounted to 17,788,319 tons, nearly 3,000,000 tons greater than during the same period in 1906. The shipping trade between Pacific coast points and the Orient continued to increase in volume, orders for flour, in particular, having been greater than western millers were able to supply. On the great lakes the movement of grain and miscellaneous freights was very heavy, the demand for vessels of all classes of tonnage being greater than the supply. Traffic between Lake Erie and the Georgian Bay was stated to exceed in volume that of any previous year.

A series of tests of motor passenger cars were made on the Intercolonial Railway between Shediac and Moncton, with satisfactory results.

A readjustment of railway freight rates throughout eastern Canada went into effect by order of the Board of Railway Commissioners. The Grand Trunk Railway Company was also ordered by the Commission to provide third-class passenger accommodation every day over its line between Montreal and Toronto, at the rate of a penny a mile. The results of an investigation into the equipment of the Canadian Northern Railway, conducted by order of the Railway Commission, were announced during July. The investigation was held in view of the interruption to traffic which took place on this system during the winter of 1906-07. The equipment of the Company on April 15, 1907, was found to be 6,077 cars available for the handling of freight traffic and 167 locomotives; this was declared to be inadequate to handle the traffic offering at the different points of the railway. It was stated that orders for 2,070 additional cars and for 127 new locomotives for delivery this

season were placed. This, it was thought, would furnish ample accommodation for this year's probable business. Orders for 110 locomotives, for delivery in 1908, have also been placed by the company. Additional snow fighting equipment, round houses, repair shops, and a better operated system were recommended.

Sessions were held by the Canadian Grain Commission at Bristol, England.

The Trades.

Building. — These trades continued very active. The high price of material and the stringency in the money market had the effect of lessening the number of new contracts, but the outlook in most localities is for busy conditions until the end of the season. In western Canada, in particular, the amount of building in progress is very heavy, though in Winnipeg returns up to the third week of the month showed a falling off as compared with 1906. At Regina, Sask., building permits amounting to $850,000 had been issued up to the middle of July. In Saskatoon, Sask., the amount of building contracted for is estimated to be in excess of $450,000.*

Metal, engineering and shipbuilding.— Iron moulders, iron workers, machinists, boilermakers, etc., had a busy month. Steam engineers were also busy, and electrical workers and linemen very busy. The shipbuilding trades were very active.

Woodworking and furnishing. — Sash and door factories were busy, except in localities where the high price of material and the shortage of money has caused a falling off in building. Other woodworking establishments had a good month. Coopers were busy.

Printing.—The allied trades had a very busy month, with additional men in demand in several localities.

Clothing.—The month was somewhat quiet among journeymen tailors and boot and shoe workers, from seasonal causes. Garment workers, however, were very busy.

Food and tobacco preparation.—Bakers have been busy since the beginning of the warm weather. Millers have been busy, with flour prices very firm, notwithstanding a decline in wheat. Ice deliverers were in their season of greatest activity. Confectioners were becoming very busy.

Leather.—Tanners, curriers, trunk and bag makers, etc., had a fair month.

Miscellaneous.—Retail clerks, delivery employees, etc., had an active month; early closing arrangements were in effect in a number of centres. Barbers, hotel and restaurant employees, cab drivers, etc., were very busy, as a result of the heavy tourist traffic. Laundrymen were very busy.

Unskilled labour.—The demand for this class was greater than the supply in many localities, in view of the extensive railway construction and civic improvement work in progress. Wages were for the most part on the high level established during the active season of 1906.

Canadian Trade and Revenue.

Foreign trade.—During June, 1907, the total value of imports entered for consumption was $34,103,585, compared with $32,920,981 in June, 1906. Total domestic exports during June, 1907, amounted to $19,309,851, compared with $27,249,984 in June, 1906. The only increase in exports during the month was under the heading of agriculture, while decreases were shown under the headings of The Mine, The Fisheries, The Forest, Animals and Their Produce and Manufactures.

The Commercial Agent of the Dominion in Japan reported that trade between Canada and that country last year amounted to $2,477,686, an increase of about $500,000 compared with the preceding year. During the first four months of the present year, Canadian exports of flour to Japan have amounted to $45,946 in value.

Imperial trade.—According to reports received from Commercial agents at the Department of Trade and Commerce, Canada, box boards and office furniture are in demand at Manchester, England and evaporated apples at Bristol, England. An opening for fresh meats and coal exists in Newfoundland. There has been a de-

* See reports of local correspondents, in particular Montreal, Toronto, Vancouver and Victoria.

crease during the past year in exports from Canada into Trinidad and Tobago, but good openings prevail for Canadian boots and shoes, carriages, soap and salt fish, in these islands. From South Africa a large and important market for agricultural products, animal produce and manufactured goods is reported. There has been a heavy increase during the past year in exports to Australasia; Favourable trade conditions prevail both in New Zealand and Australia.

Domestic trade. — Notwithstanding some degree of dullness due to the midsummer season, the turnover of dry goods was fair during July, with orders for fall goods well maintained. Sorting orders were heavier than had been expected throughout Canada. Textile prices were very firm. Hardware and building materials were in very active demand. Leather was quiet, and there was an accumulation of hides. Money continued tight and collections somewhat slow, leading to a contraction of credit, especially in western Canada, though clearing returns at Winnipeg, Man., and elsewhere, continued to show heavy increases compared with 1906.

The second annual report of the Home Bank of Canada showed profits at the rate of 10 per cent on paid-up capital. An addition of $60,000 was made to rest account during the past year, and the sum of $10,000 reserved for expenses in connection with the opening of new branches. Deposits and total assets showed increases. Four branches were opened during the year.

Canadian Revenue.—Canadian revenue during July, 1907, amounted to $9,058,590.03. For the four months ending July 31, total revenue was $32,291,888.61. The expenditure on capital account for July amounted to $2,055,850.16.

The Canadian Bank statement for June, 1907, showed total assets of $958,342,255, compared with $951,069,950 in the previous month. The total liabilities for June, 1907, were $781,075,593; in the previous month the liabilities amounted to $777,285,285. The notes in circulation amounted to $75,510,402 in June, 1907, and to $75,503,009, in May. Deposits payable on demand totalled $170,042,326 in June, and $172,065,976 in May.

Notes.

The official call of the fifth *Annual Convention* of the National Trades and Labour Congress of Canada to take place in Glace Bay, N. S., commencing Tuesday, September 10, was issued on July 8. The Twenty-third annual session of the Trades and Labour Congress of Canada will he held at Winnipeg, Man., beginning September 16.

A special committee of the Legislature of Ontario was appointed to investigate the subject of *prison labour*, and to make recommendations with a view to its utilization in such a way as not to interfere with free labour.

A meeting of Canadian *meat packers* was held at Ottawa on July 17 for the purpose of discussing regulations drafted under the Meat and Canned Food Inspection Act passed at the last session of Parliament.

By Order in Council dated July 3, Mr. Felix Marois, Clerk of the Council of Conciliation and Arbitration, of the City of Quebec, was appointed an *inspector of industrial establishments* and public buildings for the Province of Quebec.

The annual report of the *Hudson's Bay Company* showed a revenue of £197,689 from trading and £258,879 from sales of land. Ten years ago these profits were respectively £55,780 and £5,137. The average price received for farm lands in 1901 was $4.90 per acre, compared with $9.78 per acre during the past year.

It has been decided to organize a *Co-operative association* for the distribution of staple commodities under the auspices of the Independent Workingmen's Club of Sherbrooke, Que. The association will be incorporated under the provincial act relating to co-operative societies, passed in 1906. The club has a membership of about 350. The shares of the association are placed at $5.00 each, the maximum number obtainable by any one member to be 50 shares. A committee has been appointed to complete the work of organization.

The first *Convention on Irrigation* in Western Canada was held at Calgary, Alta., July 17 In the official call for

the convention the following were among those invited as delegates: Dominion cabinet ministers and members of the Dominion Parliament; all ministers and deputy ministers and members of the legislatures of Saskatchewan, Alberta and British Columbia; representatives of newspapers, railways and colonization companies, agricultural associations, municipal organizations, boards of trade, etc. A number of papers were read, and a resolution passed recommending the immediate appointment of a commission to enquire into the present status of the water laws in Saskatchewan, Alberta and British Columbia, with the view of bringing about uniformity in the same.

Statistics relating to recent industrial expansion in a number of localities were published during July. At Hamilton, Ont., new factories and additions to the value of $700,000 have been projected within the past six months. According to estimates made by the compilers of the city directory recently completed, for Montreal, Que., the population of that city is shown to be 434,000 for the city and suburbs, an increase of 29,000 compared with 1906. According to statistics issued by the *Winnipeg Development and Industrial Bureau*, organized in 1906, there are at present 144 factories located in Winnipeg, employing in the neighbourhood of 12,000 hands. Twenty one new concerns have been established in the city during 1906 and 1907. The total number of employees in the city is estimated at upwards of 20,000.

Among *Conventions* of employers or employees held in Canada during July were the following: The annual convention of the *Glass Bottle Blowers' Association* of the United States and Canada, held at Toronto, Ont. the fourth annual convention of the *Master Painters and Decorators' Association* of Canada, held at London, Ont., about 150 delegates being present; the twelfth annual convention of the *Quebec branch of the Retail Merchants' Association* of Canada, held at St. Jean, Que., on July 18; the eighth annual convention of the *Ontario Division* of the Retail Merchants' Association of Canada, held at Hamilton, Ont., on July 10. A resolution was passed at the last mentioned, expressing opposition to the bill introduced in the Dominion Parliament during the Session of 1906–07, providing for the establishment of co-operative undertakings. At the annual meeting of the Toronto branch of the *Canadian Manufacturers' Association* it was stated that there are, at present, 1,200 industrial establishments in the city employing 70,000 persons. Employment is available, according to statistics collected by the Association, two months ago, for 10,000 additional female workers in Toronto, and 15,000 additional at other points in the province. Reference was also made at the meeting to the expansion of trade and the local scarcity of artizan's houses. At the annual meeting of the *Montreal* branch of the association, technical education among other subjects was discussed at length.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were active throughout the month in all the leading industries, including workshops, factories, foundries, railways, etc. During the latter part of June, coal shipments showed a decrease of over 100,000 tons. To overtake this shortage, the coal companies have been rushing work in their collieries. Considerable gains were made during the month. Pictou and Inverness counties are over 40,000 tons ahead. The small collieries of Cumberland, which for some months in the spring were working broken time, due to a shortage of cars, are now running steadily. Though prospecting was being carried on by the Dominion

Steel Company, no developments of note have been begun. The steel industry continued active. The Sydney works received an order for 45,000 tons of steel rails, which with previous orders assures its activity for two years. The Nova Scotia Steel Company was active, with large orders ahead. The Londonderry Iron Company had a fair month. Railway transportation was heavy and shipping brisk. The building trades had a good month, and have a fair amount of work ahead for the balance of the season. Wholesale trade was active, and a satisfactory retail trade was done. Since the Glace piers were put in repair, the harbour has taken on its old time appearance of activity. Coasting vessels in large numbers call for coal cargoes, which are more rapidly loaded that at the larger coal piers. The carpenters of this district were recently in many individual cases given increases..

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—All crops but hay will be up to the average. The cold weather caused a meagre hay crop, especially on low-lying lands, throughout the Province, though on high lands an average yield was obtained.

Fishing.—The fishermen had fair success during July, but will not be able to make up the losses sustained by ice early in the season.

Mining.—The Government of Nova Scotia has recently been gathering information with the intention of establishing technical schools. The agents have gone over the whole province meeting interested parties. It is understood that besides establishing technical schools, the mining schools are to be graded, and uniform text books provided by the Board of Public Education. Tutors will be provided to teach those at first unable to enter the regular mining classes.

The coal and iron workers of Sydney Mines are negotiating with the Nova Scotia Steel Company with the view of building a hospital. The Provincial Workmen's Association is taking an active part in the project. Committees have been appointed, and the Board of Directors has been authorized to draw up suitable laws for the regulation of the institution. Port Hood has increased its daily output since winter by 200 tons, and is yielding an average of 400 tons per day. The Wabana ore pier of the Dominion and Iron Steel Company was destroyed by fire, causing a slight delay to shipments. The Company has erected a temporary pier while the permanent one is being rebuilt.

CONDITION OF PARTICULAR TRADES.

All the skilled trades were active throughout the month, with few exceptions.

WESTVILLE, N. S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions have been active in all branches. The output of the several collieries exceeded that of the previous month by about 5.000 tons. The steamers carrying coal to Quebec and Montreal ports were making good time, and although there was considerable delay caused by the ice in the early part of the season, it is expected that nearly as much coal will be delivered as was delivered in the season of 1906. The town is improving the main street by putting in some 1,500 feet of concrete curbing. The property holders along that section are laying down concrete sidewalks. The municipal authorities are also extending the water system. Messrs. Sutherland, Maxwell and Muir are erecting a number of cottages. The building of the Sutherland Rifle Sight Company is nearing completion, and some of the machinery from New York has arrived. Wholesale and retail trade was fair. There were no changes in rates of wages or hours of labour, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Rain at the beginning of the month caused a great improvement

in the condition of the grain and root crops. The hay crop will be light in many places.

Fishing.—The value of the lobster pack in Pictou county this year amounted to $65,000.

Lumbering.—This industry was steady; many teams were employed hauling deals for shipment.

Manufacturing.—Nearly all branches were fully employed.

Mining.—Conditions were steady, with a shortage in the output of about 2,000 tons, compared with the corresponding month of last year. The Acadia Mining Company increased its output some 4,000 tons, but the Intercolonial had a decrease of some 6,000 tons.

Other industries.—The Sylvester brick works and others in the district were working steadily.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during the past month has been very active. With fine weather prevailing, the various building and repairing contracts have been pushed forward with vigour. Though in July, 1906, many lines were busy making preparations for the Dominion Exhibition, the corresponding month of the present year easily exceeded that of a year ago, with even brighter prospects for the ensuing month. Work on the Silliker Car Works and on the new Athletic Arena, where some 65 hands are being employed, has been well advanced. As soon as a site is secured, the erection of the new technical school will be begun. It will cost about $100,000. The works department of the city paid out on Friday, July 26, $8,297.86 for street repairing, sewers, etc., the largest fortnight's pay of the year.

There have been two strikes, one of which, that of the electrical workers, terminated satisfactorily to the men. The other, that of the freight handlers of the Intercolonial Railway, is to be settled under the provision of the Industrial Disputes Investigation Act. The freight-handlers asked for an increase of pay from 15 cents per hour to 17½ cents, and being refused, they quit work on June 28. Interviews were held between representatives of the men and Messrs. Roche and Carney, Members of the House of Commons for Halifax, and Mr. R. E. Finn, M. L. A., who urged the strikers to avail themselves of the Act, and on the 5th of July the men held a meeting, at which they decided to refer the difficulty under the provisions of the Act. Merchants were much inconvenienced by the accumulation of freight, and the strikers wished to do all that was possible to advance the best interests of the port. They accordingly unanimously passed the following resolution:

"Resolved.—That the Freight-Handlers' Union of the Intercolonial Railway of Canada at Halifax, Nova Scotia, agree to submit the case which is the cause of the dispute with the Intercolonial Railway of Canada, as set forth in schedule submitted by them to Mr. J. M. Jarvis, Superintendent, on the 18th day of June, last, to a Board of Conciliation and Investigation, which said Board shall be convened within 15 days from the receipt of this resolution by the management of the Intercolonial Railway of Canada, to be appointed under the provisions of the Conciliation and Investigation Act, provided that the questions of the rates to be paid by the said Intercolonial Railway of Canada, and the date from which the same are payable is left to the said Board of Conciliation and Investigation to finally determine."

The strikers also decided to return to work on the 6th instant at the old rates pending the decision of the Board of Conciliation and Investigation.*

The electrical workers who had been receiving $12 per week of 54 hours went on strike on July 1, for an increase to $13.50 per week. After they had remained out less than a week, during which time there were several interviews between the men and their employers, the increase was conceded. The men, who are to hold certificates, resumed work on the understanding that in addition to the increased rates they are to receive time and one-third for all extra time up to midnight and double time thereafter. Boys holding certificates are to receive 14 cents an hour. The new scale to take effect on July 8.

* A special article is published elsewhere in the present issue of the *Gazette* dealing with the reference of this dispute under the Industrial Disputes' Investigation Act.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fairly good crops are promised.

Fishing.—The catch was light compared with last month, but above that of July, 1906.

Lumbering.—This industry was quiet.

Manufacturing.—Conditions were normal.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, and joiners had a busy month. Plasterers and lathers were fairly well employed. Painters and decorators, as well as paperhangers, had a busier month than they had experienced for years. Plumbers and gasfitters were busy. Stonecutters and builders' labourers were very active.

Metal, engineering and shipbuilding.—Boilermakers, iron workers and horseshoers were fairly well employed. Others found employment normal.

Printing.—Printers, pressmen and book binders had a fairly active month.

Clothing.—Journeymen tailors and garment workers were fairly busy, with slight falling off in trade as compared with June. Boot and shoe workers were fairly busy.

Unskilled.—This class continued active.

DISTRICT NOTES.

Lunenburg.—All the fishing vessels on the banks did well during the month. The "Aquadilla" had 300 quintals; the "Muriel" 1,300; the "Eva Jane," and the "Alexandra," each 250, and the "Lillontague" 1,050. The balance of the fleet averaged from 150 to 500 quintals. The schooner "Atlas" sailed July 12 with 1,600 quintals of dry fish for Halifax, shipped by W. C. Smith & Company. James How and John McDonald brought 1,000 pounds of haddock on July 11, as the result of two days' fishing. The Halifax and Southwestern Railway Company is building a large addition to its wharf to facilitate winter shipping. The construction of a new foundry, a new office for the Bank of Montreal and an Oddfellows' Hall were being hurried. The foundry is to be ready in October, and the bank building by January, 1908.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been steadily employed throughout the month, all the factories running full time and many of them working at night. The stringency of the money market has seriously affected two or three of the local industries, but it is not thought that labour will suffer in consequence. The half-day holiday on Saturday afternoons was inaugurated here this month. The Bank of Nova Scotia has started to tear down its old quarters, and is preparing to erect a more commodious structure. The stone work on the Royal Bank was completed. One of the largest brick buildings in the Province to be occupied by stores and offices is now under construction by Messrs. Rhodes, Filmore and Morris; this gives employment to a large number of bricklayers and stonecutters. T. LeBlanc & Company have begun the erection of the new Intercolonial Railway station, a stone structure, 184x36 ft.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season has been very cold, and the crops are not well advanced. A decided shortage in the hay crop was reported from all over the country, but other crops were reported to be up to the average. The marshes which have been steadily yielding hay crops for over a century have of late years shown a decrease..

Fishing.—The lobster catch on the north shore of Nova Scotia has been the best in the past sixteen years, despite the unfavourable conditions in the early part of the month. Prices were good.

Lumbering.—The winter's cut is being

shipped largely to European markets. The price of lumber is high, and shipments from Pugwash and adjacent ports will be well up to former years.

Manufacturing.—While orders have been abundant and work brisk, the stringency of the money market has seriously affected some local industries, the banks compelling them to reduce over-drafts at a time when money was needed for expansion and development.

Railroad construction and employment.—The Maritime Railway Coal and Power Company has completed its electrical plant at the mouth of the pit, to furnish electric power to surrounding towns. This is the first plant of its kind, and its opening will be celebrated by a banquet.

CONDITION OF PARTICULAR TRADES.

Building.—Work has been very active, and will continue so during the balance of the season. Bricklayers, masons, carpenters and joiners, and all others engaged in the building trades had a busy month. Good wages were being paid; varying from $1.75 to $3.00 per day.

Metal, engineering and shipbuilding.—Moulders and iron workers had a busy month. Saturday afternoon is conceded as a half day holiday to all these workmen throughout the summer months.

Woodworking.—Woodworkers in general had abundance of work. Car builders were very busy.

Printing.—A few additional competent printers could have found employment. Saturday afternoon holiday prevailed during July and August.

Clothing.—Conditions were fair.

Miscellaneous.—A few barbers could secure employment in Amherst and other towns in the district.

Ratlroad construction and employment.—Two or three hundred men could find employment on railway construction work at the Joggins Mines, about 20 miles from Amherst.

Unskilled.—This class was in demand.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during July was much the same as in June, with the demand in excess of the supply in a number of lines, but about equal in the majority of cases. The lobster season on the north side of the Island and on part of the south side, closed on the 10th of the month, temporarily removing a source of employment for fishermen and girls. The month saw the completion of the new railway station at Charlottetown, with the staff installed and trains running into it. The power-house at Summerside in connection with the waterworks system and the boring of a second well were started. Dredging was begun on the new railway wharves at Charlottetown and Souris. The contractor for the latter structure was advertising for men for the construction of the crib work. The tourist season opened the first week in the month. Wholesale and retail trade was normal. The prospect of good crops has given an optimistic tone to general business.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops though backward gained rapidly during the month, and grain and roots promise to be 10 per cent. better than last year, with hay a little below the average. The demand for farm labourers was about equal to the supply. Hay-making had not yet started.

Fishing.—The lobster season over the greater part of the Island closed with the pack about 10 per cent. greater, and the price about 10 per cent. higher than last year. A number of the fishermen will later take up other branches of fishing. A number will engage as farm help, or work in the harvest fields in the west next month.

Manufacturing.—The cheese and butter factories were all in full operation with

the output normal, and the price the highest since the industry was established in the Province.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, painters, paperhangers and decorators, plumbers, stone cutters and builders' labourers were active; carpenters and joiners, lathers and plasterers were busy.

Metal, engineering and shipbuilding.—Iron moulders, workers and helpers, machinists and engineers, steam engineers linemen, blacksmiths, bicycle workers, etc., were active.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagon workers, car builders and coopers were active.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors, boot and shoe workers were actively employed.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters had an active month.

Leather.—Tanners, curriers and saddlers were busy.

Miscellaneous.—Barbers, clerks, hotel employees, etc., were active.

Transport. — Railway train crews, switchmen, trackmen, freight-handlers, steamboatmen, firemen, longshoremen, teamster and expressmen were active.

Unskilled labour.—There was a steady demand.

MONCTON, N. B., AND DISTRICT.

Mr. J C. Graves correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The activity which characterized all branches of labour during June continued throughout July, and the labour market now presents a greater degree of prosperity than for many years.

Carpenters and unskilled labourers were particularly in demand. The contractors of the new I. C. R., shops were advertising for 100 more men. The Textile Co., was also advertising for girls to learn weaving, offering good wages. Farm help was very scarce. The contractors' for the double tracking of the I. C. R., from Moncton to Painsic had difficulty in getting a requisite number of labourers. Building operations proceeded briskly both in the city and suburbs. More permits for building have already been issued than for the whole of last year. About 500 men are employed on the new I. C. R., shops. The passenger car repair shop is roofed and ready for glazing. The planing mill and the passenger car repair shop have the roofs and walls nearly completed, and the store is well advanced. The foundations of the locomotive shops are now being put down. Large water extensions are being made by the city and contracts for new sewers aggregating $20,000 have been let. A plebiscite on the question of granting $10,000 to the Moncton Exhibition Association will be taken on 25th inst. The rate of taxation for this year is $2.40 per hundred. All local factories and shops have been in active operation. Wholesale and retail trades, were good. Barbers raised their schedule of prices July 1st. Real estate continued active, and Bank collections good. The civic collections for the week ending July 20th, when the 5 per cent. rebate ended, show an increase of 20 per cent over that of the same period of last year. There were no changes in hours of labour or rates of wages, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Attention to dairy work, cultivation of the root crops and road repairing have given the farmers ample work. Haying had not yet commenced. The discouraging prospects of June have been removed by exceptionally fine growing weather, and the crop outlook is very bright. Meats of all kinds are scarce and high. Lambs bring $4.00 per head.

Fishing.—Fishing has been active. Mackerel and lobster catches were good, in some cases very large, and salmon fair.

The packing and canning factories have been very busy, and the output will be large.

Lumbering.—Heavy lumber shipments have been made from the various ports.

Manufacturing. — All local factories were running on full time, and with large staffs of operators.

Railroad construction.—A large amount of repair work is being done to the I.C.R., road bed. Double tracking between Moncton and Painsec Junction is being rapidly pushed. The first motor car for suburban traffic was put on on the 22nd between Moncton and Pt. du Chene, the test proving a success. Two others are being constructed.

Building.—Conditions were very active in nearly all branches and with plenty of work ahead. Carpenters and joiners were very active as were also masons, lathers and plasterers. Painters and decorators very busy, and in demand. Plumbers were very active. Stone cutters and builders' labourers were busy and in demand. Bricklayers, gas and steamfitters were quiet.

Metal engineering and shipbuilding.—These trades were in a very active state, with future prospects bright. The shipbuilding lines were quiet.

Woodworking and furnishing.—Woodworkers were exceptionally active. Upholsterers, varnishers, polishers and wood carvers were busy. Carriage makers, car builders and pattern makers were active. Gilders and shingle weavers were quiet.

Printing.—Work was plentiful with openings for a number of employees.

Clothing.—Journeymen tailors were very busy, as were also garment workers. Complaint was made of a scarcity of help and of the difficulty of getting young women for the various tailoring and millinery shops.

Food and tobacco preparation.—Bakers, butchers, meat cutters and ice drivers were active.

Leather.—Tanners and curriers were busy with leather workers active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel, restaurant and laundry workers were active.

Transport. — Passenger traffic was heavy, and railroad crews had a good month. Freight handlers, carters, draymen, teamsters and expressmen were active.

Unskilled.—The amount of work in progress created a great demand for this class. There has already been a large influx from abroad, but the supply was still unequal to the demand.

DISTRICT NOTES

Campbellton.—Building operations were brisk. A new wing to cost $30,000 is being built to the Hotel Dieu Hospital. 250 English labourers arrived July 1st to work on the International Ry.

Hillsboro.—Building is very active. The Harwood Flooring Co., is erecting a large factory. Men are reported scarce. Heavy shipments of lumber and gypsum are being made.

Sackville.—About 40 men were at work upon the waterworks extension. About 5 miles of pipe will be put in. Building operations have also been brisk. Large shipments of Deals, grindstones and gypsum are also being made.

CHATHAM, N. B., AND DISTRICT.

Mr. Theo. DesBrisay, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of general labour was equal to the demand, but the demand for ship labourers was not equal to that of previous years, mainly owing to a decrease in shipments of lumber. The American Lumber Company shipped its second cargo of pulp wood to the United States. A new mill for cutting deals is being built on the north side of the river, and is expected to commence sawing in August, next. As the hay-making season will shortly be on, and a large crop is expected, there will be a scarcity of competent help.

The barbers of the town held a meeting and decided to change their rates from

15 to 25 cents for a hair cut, and from 10 to 15 cents for a shave. Notice of the change was given in the local papers.

CONDITION OF LOCAL INDUSTRY.

Agriculture.—The hay crop will be very heavy, but there has been too much rain for the root crop.

Fishing.—Off shore fishing was very good, lobsters being plentiful, but the rain has kept the brooks and rivers so high that river fishing has been poor.

Manufacturing.—The mills were all running full time.

CONDITION OF PARTICULAR TRADES.

Building.—With a few exceptions, busy conditions prevailed.

Metal, engineering and shipbuildtng.—Activity was general.

Woodworking and furnishing.—All found trade brisk.

Printing.—Printers were busy.

Clothing.—These trades were very busy.

Food and tobacco.—All were busily employed.

Leather.—Employment was steady.

Miscellaneous.—All were very busy.

Transport.—All lines were busy.

Unskilled labour.—Was busily employed.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has steadily increased in activity and all branches of industry were well employed during July. Several new buildings are in course of construction, among which may be mentioned a new brick barracks for the Salvation Army, a new Young Men's Christian Association building, a cold storage warehouse and several new dwellings. The Military stores building is to be lengthened 40 feet, and an extra storey added. The St. John Street Railway Company has a gang of about eighty workmen double tracking a part of its line . Work is progressing rapidly on the wharf improvements at St. John West, nearly 200 men being employed. Tourist travel is increasing, and all boats and trains are crowded. The value of shipments through the port of St. John to the United States for the quarter ending June 30th amounted to $559,632-52 for general merchandise, and $206,-591.72 for American lumber, making a total of $766,224.24. This is an increase of $133,084.60 over the corresponding quarter last year. Bank clearings for the three weeks ending July 18th were $4,199,398, and for the corresponding period last year $3,730,578, being $468,-820 greater in 1907 than in 1906, and $2,360,724 less than for the four weeks ending June 27th of the current year. At a meeting of the directors of the Cornwall and York Cotton Mills Company, July 8th, the usual half-yearly dividend of 3 per cent. was declared. Mr. John McMulkin, factory Inspector, returned recently from an official visit to Westmoreland County. During his absence he visited Port Elgin, Sackville and Moncton. In the three places mentioned sixteen industrial establishments were inspected and nearly all had observed the provisions of the Factory Act. The annual meeting of the Maritime Wholesale Grocers' Guild was held on July 10th at the rooms of the Board of Trade. During the month of May, Ontario flours went up 40 cents and Manitoba flours from 50 to 75 cents per barrel, and it is now feared that $6 per barrel will be asked for flour before fall sets in. The hardware stores started the Saturday half-day holiday on the first Saturday in June, and will continue the arrangement during June, July and August. The leading dry goods merchants and clothiers closed their stores on the first Saturday in July, and will continue to do so during July and August.

On July 11th a strike took place at Fairville among the teamsters (4), and street labourers (12). The teamsters, who provide their own teams, were receiving $2.00 per day, and the labourers $1.25. The teamsters demanded $2.50 per day, and the labourers $1.50. On

July 5th the strikers returned to work having been promised, in the case of the teamsters an increase of 30 cents per day, while a proportionate increase was given the labourers. On July 17th, the Canadian Pacific Railway Company's messenger boys went on strike because an outsider had been given employment in the office in preference to one of their number; after being out two hours the boys returned to work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported crops coming along fast. The hay crop on the highlands is exceptionally good. The first of this season's potatoes reached the city on July 19th from up the river, and were sold for $1.75 per bushel.

Fishing.—The Lorneville fishermen made some heavy catches of salmon on July 15th, one boat securing 83, but the harbour fishermen have not done as well as in past years.

Lumbering.—The annual sale of "no mark" and "mixed mark" logs passing through the booms of the St. John River Log Driving Company took place on July 3, at Fredericton. The prices realized were not quite as large as those of last year, with the exception of pine, which brought $9.70 this pear, whereas, last year it brought only $7.00. The other sales were; hemlock, $5.60; cedar, $6.70; spruce, $13.25. The boomage sheet up to July 1, 1907, shows that 16,324 joints had been rafted, containing 498,857 pieces, or 42,624,240 superficial feet. Of this quality 1,120 joints, containing 4,737,868 feet came through Springhill. There were also handled at the booms 11,807 pieces of pulp wood.

CONDITION OF PARTICULAR TRADES.

Building.—All were busy, with the exception of gas and steamfitters who were active.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, and blacksmiths were active; machinists and engineers, steam engineers, boilermakers and sheet metal workers were busy, and electrical workers and linemen very busy.

Woodworkers and furnishing.—Woodworkers and shingle weavers were busy.

Printing.—Printers and pressmen were very busy, and bookbinders busy.

Clothing.—Journeymen tailors were active.

Food and tobacco preparation. — Bakers and confectioners were busy, and cigar makers active.

Miscellaneous.—Brush and broom-makers were busy.

Transport.—Railway train crews, telegraphers, switchmen, trackmen and freight-handlers reported work extra heavy, owing to the large number of people travelling. Steamboatmen and firemen were busy, and street railway employees very busy. Ship labourers, cabmen and hackmen, teamsters and expressmen were active.

Unskilled.—This class was very busy owing to the large amount of work being done by the Street Railway Company and the Municipality.

DISTRICT NOTES.

Hartland.—Almost the whole of the business part of this town was destroyed by fire on July 15. The total loss is estimated to amount to $50,000, and the insurance to about $20,000.

Fredericton.—The contract for the construction of a new canoe factory, for the Chestnut Canoe Company, Limited, has been awarded. The contract price is in the vicinity of $13,000, which includes a power and lumber shed. The main building will be brick, three stories high and with basement, and will be of heavy construction throughout. The horses imported from Great Britain and France by the Government of New Brunswick arrived from Quebec by a special train on July 10. There are forty animals, including French coach horses, Clydesdale and Percherons, and two Clydesdale stallions. The rest are mares, principally two and three years old. The rate of assessment for 1908 is figured at $1.41; estate value $2,720,604, gain $2,334; personal estate, $1,459,459, and income, $319,031. The cutters employed by the

Hartt Boot and Shoe Company went out on strike July 4, they have been working 60 hours a week, and want a 9-hour day. Nearly all the strikers returned to work on July 12, on increased pay offered by the company, if they would continue to work 10 hours per day.

Maryville.—The Gibson Cotton mill has been purchased by the Dominion Colored Cotton Company, of Montreal.

Nashwaak.—The Hanson mill was sold at Fredericton by auction as the result of proceedings in equity.

Milltown.—Fire broke out in the St. Croix Cotton mill on July 12, and considerable damage was done; it was confined to the dye house and a store-house for cotton.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and P. J. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour in general was actively employed during July. The Quebec and Frontenac Gas Companies and the Bell Telephone Company were installing gas pipes and conduits for wires on an extensive scale, and there was a scarcity of unskilled labour for the work, with the result that wages advanced to $1.75–$2.00 per day. There were no strikes or lock-outs during the month. The employees of the Montmorency Cotton mills made a demand for an icnrease of 15 per cent in wages, but after negotiations with the managers accepted an increase of about 12½ per cent. Tourist traffic was very heavy, hotels being filled to their capacity and ocean and river crafts carrying heavy passenger lists. The Richelieu and Ontario Navigation Company's steamer "Quebec", after being rebuilt and enlarged, was again placed on the Quebec-Montreal route during July. The new twin screw steamer "Corsican" of the Allan line arrived at Quebec on July 11. Railway employees were very busy. The work on the breakwater extension, which was delayed during the spring owing to the unusually high tides, is now progressing steadily. Another of the foundation piers, some 180 feet in length, has been covered with concrete blocks, while the lower blocks for the remainder of the work are ready to be placed in position. Early closing arrangements appear to be more prevalent this year than last judging by the announcements made.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay making was in full progress and the crop will be above the average. Grain crops are looking well, and roots promise exceptionally well with favourable weather.

Lumbering.—A heavy output from the mills was reported.

Railway construction. — Employment was very busy, The south shore road will be extended to the end of the Quebec bridge.

CONDITION OF PARTICULAR TRADES.

Building.—The several branches were busy.

Metal, engineering and shipbuilding.—Moulders, iron workers, machinists, electrical workers, linemen, boiler makers and iron shipbuilders were busy.

Printing.—Conditions were busy.

Clothing.—Boot and shoe workers were quiet.

Food and tobacco preparation —Bakers, butchers, ice cutters and cigarmakers were busy.

Leather.—The month was quiet.

Miscellaneous.—Hotel and restaurant employees, laundry workers, etc., had a very busy month.

Transport.—Railway and steamboat men, ship labourers, longshoremen, cab drivers, etc., had a very busy month as a result of the heavy tourist and other traffic.

Unskilled labour.—This class was very busy.

SHERBROOKE, QUE., AND DISTRICT

Mr. H. Logie, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for skilled and unskilled labour during July exceeded the supply, some of the machine shops having a standing advertisement for help. The demand for unskilled labour was very great, and no one needed to be idle. The building trades were very busy, a large number of workmen being employed on the new hospital, Webster's Cigar Factory, the new buildings on the exhibition grounds, Ames' Pork Packing and cold storage Warehouse, besides many private dwellings. The branch factory of an Attleboro, Mass., Jewellery Company which has been erected here will begin to turn out goods about the first of August. Work is being pushed ahead on the extensions to the Canadian Rand Co.'s plant. The wholesale and retail trades have been very busy. An increase in wages was granted to a number of the employees in the Paton Mill, and also to the conductors, brakemen and baggagemen on the Quebec Central Railway.

The City Council has made an offer to the Sherbrooke Power, Light and Heat Company of $170,000 for the property of the Company and to assume its liabilities the whole amount not to exceed $250,000. This offer is about equal to 85 cents on the capital stock. The company was given until the 27th of the month to give a reply. If the company will not sell then the City Council will proceed at once to develop the power at Westbury, the ratepayers having authorized an expenditure of $200,000 for this purpose. The plans already prepared for the development of this power call for 1,250 horse power, but the dam will be so constituted that this power can be considerably augmented.

The ratepayers of the city carried a by-law granting a bonus to the Fairbanks Company of St. Johnsbury, Vt. which intend locating a branch here for the Canadian trade. The by-law gives the company a free site, exemption from taxation for ten years, and electric horse power for ten hours daily at the rate of $15 per horse power.

The ratepayers also passed a by-law granting a Montreal Company exemption from taxes for five years, and the right to lay pipes for the establishment of a Steam Heating System. The steam heat to be sold to proprietors of buildings along the route.

The population of the city of Sherbrooke shows an increase for 1907 of 763 over the populatiou of 1906, the total being 14,713 . Ten years ago the population was 10,470. The valuation of property also shows an increase of $259,355, the total being $5,606,830. The valuators report that they did not find a vacant tenement, and say, there is a good deal of crowding through the scarcity of tenements. A good many tenements are being built, but more are needed.

During the month of June, the immigration agent for the Eastern Townships placed 111 workmen and farm helpers. So far this season, he has sent 239 to the Townships. The question of farm help is a serious one in the Townships.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The hay crop was fully up to the average of former years. Help has been scarce, and in some localities as high as $2.50 per day was paid for men to work in the hay field. The grain and root crops are fully up to the average.

Lumbering.—The saw mills were running full time. The water in the rivers has just been right for the drives, some of which are still coming down the St. Francis.

Manufacturing. — All branches were working full time, with plenty of work ahead. The Carpet Company is running full time, and would help if they could be procured.

Mining.—The asbestos mines were working to full capacity and the scarcity of men is felt in some of the pits.

Railroad construction.—The G.T.R. Co.,

has had a large gang of men laying new tracks and extending the yards here. The Orford Mountain Railway was opened to Mansonville. The road now extends from Windsor Mills to Mansonville, a distance of 55 miles. It is still being extended, and will ultimately run to North Troy, Vt.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were very busy, and there was a demand for men.

Metal and engineering.—The machine shops were running overtime, and in some instances night shifts were employed. Linemen and blacksmiths were busy.

Woodworking. — Varnishers, carriage-workers and pattern makers were busy.

CONDITION OF PARTICULAR TRADES.

Printing and allied.—These trades were very busy.

Clothing.—Journeymen tailors were very busy, and the supply of good men was not equal to the demand. Garment workers and glove makers were busy.

Food and tobacco preparations.—Bakers, butchers, ice drivers and cigar makers were busy.

Miscellaneous.—Clerks, stenographers, delivery employees, hotel and laundry employees were busy.

Transport.—All branches were busy. Street railway employees were very busy, as were cab drivers, hackmen, teamsters and expressmen.

Unskilled labour.—Was very busy, and enough could not be secured to meet the demand.

DISTRICT NOTES.

East Angus.—Since the purchase of the mills by the syndicate, repairs have been rushed and on the 24th of June, the machinery was put in motion. The population of the town has increased considerably since and bids fair to grow larger as more employees are brought to town to work in the mills.

Richmond.—The merchants have decided to close their places of business four evenings a week during the summer months.

Rock Island.—A number of the farmers in this vicinity have commenced haying and there is a general scarcity of help. Men are demanding from $2 to $2.50 a day to work in hay field.

Coaticook.—Most of the farmers have commenced haying, $2.00 a day being offered, and in some cases more for capable and experienced help.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity in the labour market continued during July. Although the building trades were not very active, they were busier than in the preceding month. Sash and door factories were busy. It was stated that one of the factories had been awarded a contract for large buildings for the Intercolonial Railway at Ste. Rosalie. Boot and shoe factories were active. The Ames Holden Company is building a wing, 70 by 50 feet, to enlarge its sole cutting department. The iron and leather industries were very active. Work on the double tracking of the Grand Trunk Railway Company between St. Lambert and Ste. Rosalie, was being advanced rapidly. A large number of men were employed, and materials were on the spot for the construction of a new bridge necessitated by the double tracking. The organ factory had a good month and the agricultural implement works were very busy. The Ames Holden Company made its annual return for 1906 to the city Council during July. During that year 225 workpeople were employed and 482,-481 pairs of boots and shoes manufactured. The wages paid during 1906, amounted to $71,502.33. During the year ending May 11, 250 workpeople were employed, 649,669 pairs of boots and shoes manufactured and wages amounting to $92,379.96 paid. The Penman Manufacturing Company was very active. The spinners asked for an in-

crease of five cents per 100 pounds of wool handled. After conferences their request was granted. About 18 workmen were affected. In the civic estimates for the current year receipts for the year were placed at $51,400 and expenditures at $46,933.05, leaving an estimated surplus of $4,466.95. The following sums were placed at the disposal of the different permanent committees: Streets, $5,655.00; fire, $5,030.45; finance, $28,867.10; hygiene, $50.00; markets, $1,000.00; parks, $175.00; police, $2,575.75. Business was generally active, but greater activity was anticipated for August. Banks reported easy collections. Relations between employers and employees were cordial, hours of labour being unchanged. With the exception of the increase above mentioned there was no change in rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy, many having commenced haying. Much difficulty was reported in procuring farm labour. Farm products sold well at good prices. Fruit was abundant, and sold well.

Manufacturing. — All establishments were active, there being a demand for men with active prospects ahead.

CONDITION OF PARTICULAR TRADES.

Building. — Carpenters and joiners were active. Painters and paper hangers were very busy, with plumbers and building labourers in fair demand. Bricklayers and masons were in their dull season.

Metal, and engineering. — Moulders, iron workers, machinists, engineers and pinemen were very active. Electrical workers, blacksmiths and horseshoers had a good month.

Woodworking and furnishing. — Activity prevailed in all branches.

Printing and allied.—There was great activity in these crafts overtime being necessary in some cases.

Clothing. — Journeymen tailors and garment workers were active and in demand. Boot and shoe workers had steady work.

Food and tobacco preparation.—Activity was reported.

Leather.—Tanners, curriers and leather workers had a very active month.

Miscellaneous.—Laundry workers were very active and in demand. The other branches reported active conditions.

Transport.—Railway employees were in their busy season. Cab drivers, hackmen, etc., were very busy.

Unskilled labour.—The demand for this class was greater than in June, several important jobs being delayed owing to lack of workmen.

DISTRICT NOTES.

St. Johns, Que.—The Central Vermont Railway intends commencing in a few weeks the building of a new bridge between St. Johns and Iberville.

Sorel.—A large parcel of land has been purchased at St. Joseph de Sorel for the installation thereon of machines for the loading of sand on lighters. A large quantity of sand has been already shipped to Montreal and elsewhere, and an excavation of 300 feet by 100 and 22 feet in depth has been made. It has been decided to continue the construction of wharves in front of the shipyards at St. Joseph. The new wharves will be 200 feet in length by 25 feet in depth and will be contiguous to those built two years ago. The dredging fleet increases every year, and more space is required for it. When the new addition is made, the wharves at St. Joseph will measure 750 feet in length. Preparations were being made in the shipyards for the construction of a large steel dredge. The vessel will measure 108 feet in length, 42 feet in width and 11 feet in depth, and will be able to work at a depth of 55 feet. About 1,400,000 lbs. of steel will be required in its construction. A portion of the steel to be used in connection with this dredge has already arrived. Two steam vessels will also be built during the summer, one for the lighthouse service in the St. Lawrence below Quebec, and the other for service on Lake Ontario. The first will measure 206½ feet in length, 34 in width and 19

feet in depth, and the second 115 feet long, 25 wide and 12 deep. These new vessels will give renewed activity to the shipyards where there are now 500 men working on different vessels. Dredge No. 15 which was launched from the yards last fall will be completed during the summer.

Construction work on the South Shore Railway between Pierreville and Nicolet is being actively pushed forward. Hundreds of men are engaged thereon, and it is hoped that trains will be running between Sorel and Nicolet by next September. A new joint stock company with a capital of $20,000 has been lately formed under the name of the "Sorel Novelties Co., Ltd." The object of the company is the manufacture of malleable iron by a new process, the smelting of copper, the making of steel and metallic alloys, and the plating of nickle and silver.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. Emile Pelletier, correspondent, reported as follows:—

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers of Maisonneuve County reported crop prospects excellent. Hay will be heavy, and fruits a splendid crop.

Fishing.—Fishermen reported moderate catches.

Railroad construction and employment.—The Canadian Pacific Railway Company's construction shops were very busy. The Angus shops have received extensive additions which will give accommodation for more than 1,000 additional men. The locomotive works at Longue Pointe were very busy, more so than during the corresponding month of last year. The Standard Shirt Company, Limited, DeLorimier Avenue, Montreal, is having additions made to its premises which will include four new departments, and a lunch room for its working people. These additions will be equipped with the latest hygienic improvements.

CONDITION OF PARTICULAR TRADES.

Building. — Active conditions prevailed.

Metal, engineering and shipbuilding.—All trades were more or less busy.

Woodworking and furnishing.—Woodworkers, carvers, upholsterers, and pattern makers were busy. Carriage and wagon makers reported conditions favourable.

Printing. — These trades were busy, with lithographers and photo-engravers active.

Clothing.—Joruneymen tailors were busy, and boot and shoe workers actively employed.

Food and tobacco preparation.—Conditions were active.

Leather.—Employment was active.

Miscellaneous. — Delivery employees, hotel and restaurant helpers, etc., were very active.

Transport.—Ocean transportation was very active and general activity prevailed on the wharves. The demand for labour was very active.

Unskilled.—Busy condition prevailed.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Building operations continued very active, the only circumstance causing any slackening being the strike of the structural iron workers, which commenced on July 8 for an increase in wages. The men demanded a minumum wage of 40 cents per hour. Three hundred employees of the Dominion Bridge Company, the Phœnix Locomotive Company, and of the Loomis Company, quit work. About 75 Italians employed as shovellers quit work on July 15, for an increase from 25 cents to 30 cents per hour for day work and from 30 cents to 35 cents per hour for night work. Their places were filled. The gross receipts of the city post office for June were $67,412.47, an increase of $13,274.47 over the same

month of 1906. On July 10, before Judge Choquette, the action taken against the Dominion Car and Foundry Company for bringing in workmen from the United States under contract was heard. The company pleaded justification on the ground that workmen competent to do certain difficult work in connection with the construction of steel cars, a new industry here, were not to be found in Canada. Judgment was reserved. The report of the secretary of the Builders Exchange for the first six months of the year was issued. It was stated that the record for building in Montreal was established in June, 1906., when the value of permits aggregated $2,343,597. This total has not been attained in any month since, notwithstanding the large buildings that are being built this year, such as the Bank of Commerce, the Eastern Townships Bank, the Ville Marie Convent, etc. According to official statistics, the building permits for the first six months of 1907 amounted to $4,508,-143, compared with $4,558,388 in the same period of last year. If the cost of repairs is added to the above, the totals are: $4,982,621 in 1907; $4,990,375 in 1906, and $2,883,839 in 1905.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were very active.

Metal, engineering and shipbuilding.—These trades were active. There was a strike among iron workers and helpers.

Woodworking.—Active conditions prevailed.

The *printing, clothing* and *food and tobacco preparation* trades had an active month.

Leather. — Tanners, curriers, leather workers and trunk and bag makers were busy.

Miscellaneous.—Barbers, clerks, delivery employees, hotel, restaurant and laundry employees were active. Theatre employees were in their quiet season.

Transport.—Steamboatmen, ship labourers and longshoremen were very active, street railway employees, cab drivers, etc., were active.

Unskilled labour.—This class was active.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

July was a busy month for all branches of labour and industry. There was a slight tendency to slacken in certain industries, particularly in the Eddy factories, but this is customary during midsummer, when repairing, cleaning and overhauling is done. In mining, lumbering and farming satisfactory conditions were reported from the different sections. Activity in building has not been as marked for many years as at present. The Woods' factory is being erected at a cost of $100,000; the Bank of Montreal is putting up a $40,000 building; the school board is spending $18,000 on an extension to the Notre Dame Academy; three hotels are being erected to cost respectively $12,000, $10,000 and $7,000, and several private residences are being built. It is estimate that the buildings at present under construction in Hull will cost in the aggregate $200,000. Relations between employers and employees were satisfactory. The International Portland Cement Company of Hull will spend $250,-000 for new machinery. The contracts call for delivery this fall. Space has already been provided for this machinery, so that little building will be required. With the new machinery, the output of the mills will be 3,500 barrels of cement per 24 hours. The Woods' factory, it is expected, will be ready for operation by next winter. Shantymen's supplies, tents and awnings will be manufactured. About 150 hands will be employed. The Matthews' Meat Packing Company now turns out sixteen varieties of meats, canned, smoked or fresh. About 150 hands are employed. The company will establish a bathing house for their employees. The last assessment roll, just completed, gives the fixed population of Hull as 14,600, or 100 more than last year, despite the large number of families who have left for Cobalt, New Ontario and Blind River, about 200 families

having left the city in the past year to engage in business in the new settlements. The assessable property increased about $100,000, and amounts in value to about $6,000,000, of which about one half is taxable.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—All the lumber centres along the Ottawa river and its tributaries were active. Shipments, however, did not equal production, as the yards were filling up. Prices were high.

Mining.—Development was very active in the Gatineau, Lièvre and Pontiac districts. Prospecting was being carried on extensively. Several mica mines have changed hands during the month, sales being made exclusively for cash.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was steady during July. Owing to the lateness of the season the hay crop was harvested without the usual rush for help, the work being done by smaller gangs employed during a comparatively longer period. Lumber shippers were also quieter during part of the month, as there was a smaller export trade than earlier in the season. There was no idleness in any class of labour. Corporation work was active, and lumbermen's agents were looking for men to send to the woods. A few of the structural iron workers employed on the national museum quit work owing to the strike of their Union in Montreal. The contractor reported that operations were not affected, as the men unwilling to work were at once replaced. The price of bread has advanced from 10 to 11 cents per loaf, retail. There has been a corresponding increase of about 15 per cent in several brands of cakes. The advance was made owing to an increase in the price of flour. The recent encouraging reports about the local wheat crop and the promise of a fair yield in the West leads those who handle these commodities to believe that no further increase will take place. About a year ago bread sold for a short time at 12 cents a loaf.

The wholesale price of beef ranges from one to two dollars per hundred weight higher than at this time last year, but there has been only a slight advance in retail prices. The situation is similar with regard to pork, green bacon and mutton. Smoked bacon and lamb are about 15 per cent higher than last year. Cattle dealers reported that they have to pay more for beef by the carcass owing to the poor pastures early in the summer and the scarcity of stall fed animals last winter.

The chief manufacturing firms of Ottawa and the number of their employees is as follows, the wage bill for the year being also given:—

J. R. Booth, lumber, pulp and paper, 1,700 men, wages $840,000.

W. C. Edwards & Co. lumber, sash doors, etc., 600 men, wages $200,000.

Shepard & Morse Co., lumber, 400 men, wages $250,000.

James Davidson, sash doors, etc., 150 men, wages $60,000.

Ottawa Car Company, cars, carriages, etc., 280 men, wages $130,000.

W. J. Campbell & Sons, marine signal supplies; 100 men, wages $50,000.

Vulcan Iron Works, 60 men; wages $28,000.

Thomas Lawson & Sons; machine shop and foundry; 75 men; $30,000.

Victoria Foundry; 55 men; wages $28,000.

Powers & Co. boiler manufacturing; 60 men, wages $31,000.

Eclipse Manufacturing Co., electro plating light meta ware, etc., 80 men; wages $40,000.

James Oliver & Sons, furniture, etc; 80 men; wages $30,000.

General Electric Co.; preparation of mica; 225 girls; wages $67,000.

Laurentide Mica Co., 450 girls; wages $125,000.

Woods, Limited; lumbermen's supplies, tents, etc.; 300 girls; wages $60,000.

Two Macs, gent's clothing; 75 men and girls, wages $25,000.

Geo. May & Son, S. &. H. Borbridge, Hugh Carson, Ltd., R. Craig, M. J. Wilson & Sons, harness and leather goods; 300 men, wages $135,000.

Rideau Mfg. Co., Sparks Bros., Pageau Mfg. Co., silk waists; 125 girls; wages $31,000.

Universal Mfg. Co., ladies garments, 100 men and girls; wages $36,000.

American pants & Overalls Co.; 35 girls, wages $14,000.

Geo. M. Mason; fine lumber, etc., 40 men, wage $19,000.

The city of Ottawa annexed 300 acres comprising part of Bayswater, in Nepean township, for the purpose of providing sites for industries. The land will be

under fixed assessment for 20 years, unless sold.

An agreement was entered into between the City Council and the Ottawa and Hull Power Company providing for a supply of power for the civic electric plant. The agreement was made through the intervention of the Hydro-Electric Commission, as a contentious point had arisen as to fluctuations.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops in the district were greatly improved by the rainfall in July, and recovered sufficiently from the drought of the early summer to indicate a good yield. High prices ruled for meats fruits and vegetables. Fruits and vegetables were from two to three weeks late on the market.

Lumbering.—Scarcely any of the present season's lumber cut has been shipped out of the city. Prices are very firm, though the demand is not so keen as earlier in the summer. The water became so low in some of the tributary streams of the Ottawa that pulp manufacturers were threatened with a scarcity of supply. Wages for the shanties are from $28 to $35 per month, the same as last year.

Manufacturing. — Manufacturing has been very active. Prices for some lines of paper are nearly 100 per cent higher than two years ago. J. R, Booth is doing a large export trade to the United States and Europe. His new sulphite mill will be completed in another month. Work is progressing rapidly on the extension to W. J. Campbell & Sons' machine shops. The present staff of 100 men will be increased to about 400 in the manufacture of marine signals.

Railroad construction.—Railroad construction has been active. The Ottawa branch of the Canadian Northern will be completed into the city by autumn.

Mining.—The mica industry was active.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons, carpenters and joiners, lathers and plasterers were busy. There were enough stonecutters to fill the demand.

Metal.—The iron moulders and similar tradesmen were very active. Stove mounters were busy, with an active demand for horseshoers.

Woodworking.—Car builders and carriage makers were very busy.

Leather.—Leather workers were not in much demand.

Clothing.—Garment workers and tailors were all occupied.

Miscellaneous. — Paper makers were busy.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no marked change in the condition of the labour market during July compared with June. All branches continued fully employed, with no necessary idleness reported. In addition to the continued activity in the building and manufacturing branches, tourist travel has been good, and as a result, hotels, transportation companies, etc., have been busy. It is expected that the extension to the light plant, costing $80,000, will be completed in a few weeks. During July the largest shipment of binder twine recorded in Ontario left here for the west. The consignment consisted of seventeen carloads, the output of the penitentiary plant. The twine was shipped to the Farmers' Association of Alberta. The price paid for 550 foot mixed twine was 10 cents per lb.; 600 foot, mixed, 11 cents per lb.; 600 foot, pure, 11½ cents per lb. The tax collections to July 1 amounted to $98,760. At the same time last year, the collections were $97,076, and in 1905, $85,800. There were two minor assignments reported. The local banks and merchants reported business active. There were no strikes or lockouts, and no changes in wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy

and still complained of lack of help. Immigrants do not remain in employment, the shorter hours and larger wages paid in industrial centres attracting them elsewhere.

Fishing and *Iumbering.*—These industries were somewhat dull.

Manufacturing.—Active conditions prevailed with few exceptions.

Mining.—Conditions were active.

Railroad construction and employment.—All branches were active.

CONDITION OF PARTICULAR TRADES.

Building.—All branches continued active.

Metal, engineering and shipbuilding.—Shipwrights and engineers were busy.

Woodworking and furnishing.—Active conditions prevailed in all branches.

Printing.—Printers continued busy.

Clothing.—These trades experienced busy conditions.

Food and tobacco preparation.—Bakers, butchers, ice-handlers, etc., were active.

Miscellaneous.—Barbers, broom-makers clerks, furriers, hotel, and restaurant employees were active.

Transport.—All branches were active.

Unskilled.—This class was actively employed.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of July was exceedingly active for almost every branch of labour, from the unskilled workman to the expert craftsman. It was conceded to be the most active July in many years. Wages were never so high before, but, despite this fact, workmen in many branches were scarce. and in some cases impossible to secure, although there has been many new arrivals. The many buildings going up were the direct cause of the scarcity. The city and district has never been in a more prosperous condition than at the present time. No man who desires work at good wages need be out of employment. The new cement plant at Ox Point, a few miles east of the city, is employing about 330 workmen in the erection of a large building, about 150 of whom live in the city. These men will be employed all season. When the buildings are completed, the company expects to employ over 400 hands the year round. The Belleville Cement Company employs nearly as many men, day and night, a great many being residents of the city. All the manufacturing industries were especially active, many factories and shops finding it necessary to increase staffs as well as working overtime. Iron moulders, boilermakers and machinists were particularly busy. The rolling mills were working day and night to full capacity. This company employs a large number of skilled men and the semi-monthly pay roll is very large. Work on the new drill hall is progressing rapidly, a large number of stonemasons and labourers being employed. The construction of the hotel "Quinte" kept many bricklayers, carpenters and other mechanics employed. The opening of the canning factories throughout the district gave employment to many, the pea crop being exceptionally good. The city is laying down many granolithic sidewalks, giving employment to a large staff of men. A large four-storey addition to the Belleville Hardware Company's store was finished. The rebuilding of the Corby plant, recently destroyed by fire, kept many men busy; the buildings will be much larger than those destroyed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay and clover will be a good crop, and grains and roots promise well. Cherries will be a heavy crop.

Fishing.—Conditions were somewhat quiet.

Lumbering.—The drive of logs this year was smaller than in many seasons past.

Manufacturing.—This industry was very active.

Mining.—In the northern part of the country, mining was active, many men being employed.

Railroad construction and employment.—The various works were more or less active.

CONDITION OF PARTICULAR TRADES.

Building.—Every branch had a very busy month, activity being far in excess of that at the same time last year. An exceptionally large amount of building is going on both here and in the surrounding district.

Metal, engineering and shipbuilding.—Iron moulders, helpers and rolling mill employees were all working full time. Machinists and electrical workers had an active month. Metal polishers, buffers and brass workers employed in the Belleville Hardware Company's service were busy. Blacksmiths and boilermakers, as well as bicycle workers and horseshoers, had an active month.

Woodworking and furnishing. — All branches had an active month, with the exception of gilders and shingle weavers, who had a rather quiet month.

Printing.—Printers, pressmen and bookbinders, both in the city and district, had a busy month, with no hands idle. Both newspaper and job hands were busy.

Clothing.—Journeymen tailors reported an active month.

Food and tobacco preparation.—These trades were active, especially ice-handlers, owing to the extremely warm weather.

Leather. — Harness makers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees, and laundry workers reported a busy month.

Transport.—Railway and steamboat men were active the latter being especially busy. Most of the cheese manufactured in this district is shipped by water. Cabmen, carters, teamsters and expressmen also had an active month.

Unskilled.—This class was in demand at good wages.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment during July has been active, although there were indications that the labour market was becoming over-supplied with men in some lines. The large transformer building of the Canadian General Electric Company has been completed, and the men recently employed in its construction are now looking for employment. Many houses were being constructed in all parts of the city. Considerable alterations are being made to certain stores. The Bell Telephone Company has let a contract for the building of a new exchange to be completed by December 1, at a cost of $12,500. The Brenton Carpet Company is erecting houses on its land for its employees; if the project proves a success, the company will continue the construction of houses next season. Messrs. Oke and Oke have begun operations in their new furniture factory, and have large orders ahead. A new industry "The Excellent Fruit-cleaning Manufacturing Company" will manufacture hand and power machines for cleaning all kinds of fruit. Transportation facilities, both by rail and water, were taxed to their utmost capacity. Wholesale and retail trade was never better. Wages remain as previously reported. The harness makers, who went on strike at B. F. Ackerman and Sons, are still out.

The cost of building has almost doubled during the past ten years. The number of houses constructed however, is ten times greater. The condition of the labouring man and mechanic is much changed. Wages were, in 1897, for carpenters, $1.50 to $1.75 per day; now they are $2.50 to 3.00 per day; bricklayers and masons received 25 to 30 cents an hour; they now receive 45 cents. Building material has greatly increased. Lumber that was sold for $8 and $9 per

thousand feet in 1897 to-day costs from $17 to $24. Brick laid in the wall which cost from $11 to $12; now costs $20; for a solid wall the price, formerly $7 to $8, is now $16 to $18. Stone work was formerly $1.50 per perch; it now costs $3. Houses that rented for $4 and $5 now rent for $9 and $10 per month.

The bakers have raised the price of a 4 lb. loaf of bread to 15 cents, and of a 3 lb. loaf to 10 cents. The price was formerly 9 and 12 cents respectively. The opening of the Kirkfield lift-lock has added another link to the great Trent canal waterway. A new wharf is being built at the intersection of the street railway and the river.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were attending to the hay.

Lumbering. — Active conditions prevailed.

Manufacturing.—Activity prevailed.

Other industries.—The Canadian General Electric Company has increased its stock from $3,000,000 to $8,000,000. The Wm. Hamilton Company has been given incorporation papers with a capital of $300,000. The Bell Telephone Company is about to put its wires underground on the principal street of the city. The Central Foundry Company, of Port Hope, has so much work on hand that it will require 100 workmen by August 15.

Railroad construction and employment.—A large bridge is being built on the Grand Trunk Railway, about 5 miles west of Peterborough.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were busy, with some very busy.

Metal, engineering and shipbuilding.—Iron moulders and tool sharpeners were active. All other branches were busy, except bicycle workers, who were somewhat dull.

Woodworking and furnishing.—Active conditions prevailed, with carriage and wagon workers very busy.

Printing.—The allied trades were well employed.

Clothing. — Journeymen tailors, garment workers and hat makers were not very actively employed on account of holidays. Other branches were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, cigar makers and tobacco workers had active employment.

Leather.—All branches were well employed.

Miscellaneous. — The miscellaneous trades were actively employed. Delivery employees were busy. Furriers were somewhat dull.

Railroad construction and employment.—Traffic on all lines was never better. Tourist traffic to the various summer resorts was very heavy. Steamboat workers were taxed to their utmost. Street railway men were very busy, also cabmen, hackmen, carters, draymen, teamsters and expressmen.

Unskilled.—Busy conditions prevailed.

DISTRICT NOTES.

Lindsay.—The tax rate for the coming year is 29¼ mills, 1¼ mills over that of last year. The total assessment is $2,386,700.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity continued in nearly every department of industry during July. The anticipations of the early spring as to a heavy building season have been fully realized. and manufacturers are very busy. Immigration has resulted in an over-supply in some of the less skilled departments of labour, more especially those connected with the building trades; but specially skilled artisans have no difficulty in obtaining work.

The number of building permits issued during June was 440, representing a value of $1,445,225, as compared with 406, of a value of $1,350,142, in June, 1906.

The Board of Control will shortly consider a proposition from the Mackenzie and Mann Co., for the construction of a large iron smelting establishment at Ashbridges' Marsh, in the eastren section, which will involve a grant of some 400 to 500 acres of the marsh. It is promised that 1,500 men will be employed at the outset, the number to be largely increased as other industries, such as rolling mills and car shops, are undertaken. The iron ore will be brought down from the Moose Mountain mines, 30 miles north of Sudbury, to which the Canadian Northern has been extended.

Love Bros. have begun the erection of 26 pairs of dwelling houses in the east end, to cost $68,000.

The Board of Control recently advertised for tenders for the steel work of the Lansdowne avenue subway. Three tenders were received from Britain, but none from Canadian manufacturers, the reason assigned being that the latter objected to a clause in the contract specifying that the Union or prevailing rate of wages should be paid to the men employed. The contract, amounting to $53,443, was awarded to the Cleveland Bridge and Engineering Co., of Darlington, England.

Ten miles of concrete sidewalk were constructed by the city engineers' department last month.

The bakers are considering an increase in the price of bread, the reason assigned being the upward tendency in the price of flour. Meat was increased in price about one cent per pound.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy haying during the month, the crop turning out farly well, though the stalks were short in some localities. Grain crops are looking well. A considerably smaller area of sugar beets was planted this year, owing to the trouble over the delivery of the crop last year.

Manufacturing.—Conditions were prosperous, and skilled mechanics practically all at work, except those affected by strikes. The iron trade is very active. Several new plants are being constructed. The Standard Chemical Co., will at once begin the construction of a $50,000 factory on Dundas street. Thos. Parker will erect a planing mill. The General Brass Co., is putting up a factory, to cost $30,000, and will employ 100 men in the same locality. The Aluminum Crown and Stopper Co., will build a five-storey brick warehouse, 50x 135 feet, to cost $50,000. The Hunter-Rose Publishing Co., will erect a four-storey structure at a cost of $40,000. The White-Allen Co., fringe manufacturers, will build a three-storey brick extension, 72x25 feet, to their present factory.

Railway construction and employment.—Extensive additions are being made by the Grand Trunk Railway Co., to the buildings adjoining the roundhouse at Mimico. A new cold storage shed, with a capacity of 800 tons, is being erected. Work has been begun on the construction of a line of the Toronto railway along Roncesvalles ave., from Queen to Dundas streets.

CONDITION OF PARTICULAR TRADES.

Building.—Activity prevailed in all branches except where delays or difficulties have arisen in connection with the plumbers' strike. About 260 of the striking plumbers have left town, most of them for the United States. About the same number are still out.

Metal, engineering and shipbuilding.—These trades were generally busy. The machinists' strike is still on, and in a few cases affects other trades unfavourably by causing delay. On the 18th, the electrical workers went on strike in sympathy with the plumbers.

Woodworking and furnishing.—Cabinet makers, furniture workers, wood working machinists, box makers and carriage workers had plenty of work.

Printing.—Printers were fairly well employed. A new agreement for five years, dating from July 1st, has been made between the Toronto Typographical Union and the Publishers' Association affecting the men employed on daily newspapers. Day men will receive $19 per week and night men $21, in place of $16 and $18 respectively; but the quan-

tity of type to be set before a bonus is paid for over composition has been considerably increased, so that the bonus system is practically eliminated except to fast operators. The hours remain the same as before, 8 hours for day work and 7½ for night work.

Clothing.—Employment was generally steady in these trades. Custom tailors were a little slack.

Food and tobacco preparation.—Bakers, butchers, brewery workers and cigar makers had a good month.

Leather.—Harness and saddlery workers were well employed.

Miscellaneous.—Hotel and restaurant help, barbers and laundry workers were busy.

Transport.—All classes engaged in transportation were actively employed. The Canadian Pacific and Canadian Northern Railway Companies were looking for men as despatchers and train operators. The Toronto Railway Co., has entered into a new agreement with its employees, dating for three years from June 16th, securing them an advance in wages all round of two cents per hour.

Unskilled labour was generally well employed, with the exception of recent arrivals.

DISTRICT NOTES.

Swansea. — The Toronto Bolt and Forging Co., is erecting a new workshop 70 x 100 feet, to cost $30,000.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

July was a busy month in nearly every line of industry. Some Slackness was noticable in a few trades at times, but on the whole, conditions were very satisfactory. The buildings of the new carriage factory are up; the new shoe factory was nearly ready; the machinery of the new Ramapo Iron Works was started, and a large fruit-canning plant was projected. Work on sewers and permanent sidewalks employed large forces of labourers. The state of trade, both wholesale and retail, was good. Financial conditions were favourable, though the general increase of interest by the banks was felt. A few retail stores signed an early closing agreement; most stores close at six o'clock the year round. A new schedule of wages on one of the electric systems increased the pay of a few men.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fruit season opened with fair crops of strawberries and cherries Raspberries, pears, plums and apples promise good yields. Grapes will be light in this district. Hay is a very good crop. The grain crops are not very promising.

Fishing.—Fairly active conditions prevailed, although few men were employed.

Manufacturing.—The factories were all well supplied with work. The canning factories were running to their full capacity night and day during the berry season. The Dominion Suspender Company was advertising for female operatives.

Railroad construction and employment.—Sand pits and quarries which supply crushed stone were extensively worked. Railroad construction was not employing many men, but general railway employment was excellent.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were busy. Carpenters felt a temporary slackness. Plasterers and plumbers were active, and painters busy. Stone cutters have little to do this season. Builders' labourers were all employed.

Metal, engineering and shipbuilding.—Foundry men of all classes were active. Electrical workers and machinists, and linemen were busy.

Printing,—Printers were active.

Clothing.—Tailors were busy.

Food and tobacco preparation.—Employees in the bread, meat and ice business have been busy.

Miscellaneous.—Office employees, retail clerks and delivery employees were

active. Hotel and restaurant employees were busy. There was some demand for laundry hands.

Transport.—Transportation in all lines was heavy, and all classes of railway and steamboatmen were busy, traffic on electric lines being unusually heavy. This rush will end about Sept. 1st. Draymen, teamsters, and expressmen were busy, with cabmen and carters fairly active.

DISTRICT NOTES.

Welland.—Two large manufacturing concerns propose to locate here. One is a cotton bag factory, to employ 1,500 hands; the other a pipe company, to employ 300 hands. Local manufacturing concerns were all busy, and conditions of trade and industry satisfactory. A contract for dredging on the Welland canal to the amount of $75,000 was let. The furnaces of the Ontario Iron and Steel Company's new plant were heated. The Supreme heating company expects to have its plant running by August 15th. The opening of these new manufacturing concerns will greatly increase the number of men employed.

Fenwick.—A fruit evaporator is to be established.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial conditions during July showed little change from last month, the labour market being active, with supply and demand well balanced. The building trade experienced some slackness, but it is regarded as temporary, as additional housing accommodation for mechanics is urgently needed. The Board of Health has accepted the plans for a well-equipped isolation hospital. A branch of the Bank of Nova Scotia will be opened as soon as suitable quarters are prepared. The new buildings for the Bank of Toronto and for the Soverign Bank are both nearing completion. Trade, wholesale and retail, was reported good, comparing favourably with that of the corresponding month of last year. The usual Wednesday half-day holiday during July and August has been granted by the merchants to retail clerks. In all, about 350 employees will be benefitted.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Favourable weather prevailed throughout the month for fruit growers. Farmers were engaged in harvesting. A hail storm of short duration, which occurred in the early part of the month, did considerable damage to early crops.

Manufacturing.—Employment was active.

Railroad construction and employment.—Work on the relaying of the Niagara, St. Catharines and Toronto railway east and north of the city, and also on the new line from Font Hill to Welland, is progressing as fast as possible, and is giving employment to large bodies of men.

Other industries.—The canneries were busy, working overtime with full staffs.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were active, though not as active as during the previous month.

Metal.—All branches were active, with conditions favourable.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers were active.

Printing.—The allied trades were active, with plenty of work on hand.

Clothing.—Journeymen tailors and boot and shoe workers were active.

Food and tobacco preparation.—All found steady employment.

Leather trades.—Tanners, curriers and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees and laundry workers were active.

Transport.—All lines were busy, with a large amount of work on hand.

Unskilled labour was active.

DISTRICT NOTES.

Thorold.—Favourable conditions in the labour market continue. Work on the $80,000 water system for the town was begun, and is progressing favourably, giving employment to large gangs of men, principally unskilled labour. The usual Wednesday half-holiday during July and August for clerks is in force this year; approximately, 30 employees are affected by it.

Merriton.—All the mills and factories were running full time, and labour generally was well employed. The usual Wednesday half-holiday during July and August was granted again; this year about 20 employees are enjoying the holiday.

Port Dalhousie.—Favourable conditions continued.

Beamsville.—The cannery is running full time. with full staffs of employees, principally on small fruits, berries and cherries.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market at the end of the month was satisfactory. Workmen in almost every branch of labour, both skilled and unskilled, were well employed. An agreeable feature of the month was the decrease in the number of industrial accidents, there being only about one-fifth of the usual number reported. The iron, tobacco and clothing trades were very busy, and retail trade was very active. The carpenters' strike at the terminal station was still unsettled at the end of the month. The price of brick has again been raised, and is now selling at $9 a thousaand, an advance of 50 cents. The brick-makers say that brick is so scarce they can get almost any price they ask. One stated that he had been offered as high as $10 per thousand. The tendency to close the city stores at least on one afternoon of the week is growing steadily, the example set by a number of representative firms in various lines of business being generally followed. The various shops associated with the following trades now close on Wendesday afternoons, and will continue the practice through July and August: Barbers, grocers, butchers, jewellers and music store employees nearly a thousand men being affected. During the first three days of the month the retail merchants held their annual convention here and discussed the food laws, early closing, and the labelling of canned goods as to quality and age, besides favouring Government control of public utilities. It was decided to hold the next annual convention at Galt, Ont., on June 16, 17 and 18, 1908.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were exceptionally busy during July. More new houses have been erected this season than ever before in the history of the city. Bricklayers, masons, carpenters, lathers, plasterers, painters, plumbers and builders' labourers were very busy.

Metal, engineering and shipbuilding.—Moulders, sheet metal workers, machinists steam engineers and electrical workers were busy, also blacksmiths. Metal polishers and stove-mounters were active. Horseshoers had fair employment.

Woodworking and furnishing.—Carriage and wagon makers were busy, with other wood working trades active.

Printing. — Printers, electrotypers, stereotypers, bookbinders and pressmen were very busy.

Clothing. — Journeymen tailors were somewhat slack, but garment workers were busy. Boot and shoe workers had active employment.

Food and tobacco preparation.—Busy conditions prevaileffd.

Leather.—Conditions were active.

Miscellaneous.—All were busy, with clerks active.

Transport.—Railway train crews were active, and street railway employees busy. Steamboatmen, longshoremen, cabmen and teamsters were also busy.

Unskilled.—Busy conditions prevailed.

DISTRICT NOTES.

Dundas.—Trade and labour was very busy. Machine shops, the seating factory, glove factory, mill and clothing establishments were working to fullest capacity. Railroad construction is giving employment to a large number of men. and has brought a large amount of trade here.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the exception of a few men on strike, labour was fully employed during July, which was a better month than June and compared favourably with the corresponding month of last year. Labor skilled and unskilled, was in demand at the close of the month; a number of female operatives were especially wanted. The building trades were exceptionally busy, the value of permits exceeding that of the corresponding period of last year. An unusual number of private houses are being built. A number of the factories are advertising for men; four are building large additions, and the Ham and Nott Manufacturing Co., has announced that it will build as soon as possible a $30,000 addition to its factory, which will about double its capacity. Merchants had a busy month. The Wednesday half-holiday for the clerks started on the 10th and will continue during July and August. Those engaged in the printing and allied trades have been granted a reduction in hours from 8½ to 8 per day, starting July 1st; about 60 persons are affected. Extensive sewer construction work has commenced, and there is a demand for steady labourers. Real estate values are steadily rising, and rents have gone up fully 10 per cent. during the year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists were very busy, and farm labourers were in demand. The hay crop is better than was expected, though not so good as last year.

Manufacturing.—Industrial establishments were busy, several advertising for men, skilled and unskilled. The Cockshutt Plough Co., has shut down for a short time for stock-taking and repairs.

Railroad construction.—The Brantford and Hamilton Electric Railway Co., is grading in the eastern limits of the city. The road is expected to be ready by October. The work of grading and double-tracking on the G. T. R., to Lynden is about completed.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were interfered with by the carpenters' strike and a shortage of brick during the first part of the month. Lathers and plasterers were active. Painters and decorators were busy. Plumbers, gas and steamfitters were very busy.

Metal.—Iron moulders, machinists, coremakers, electrical workers, linemen, metal polishers, blacksmiths, boilermakers and sheet metal workers were very busy. Stove mounters are on strike; those working were busy. Horseshoers were active.

Woodworking.—Woodworkers, carriage and wagon makers, pattern makers and coopers were busy.

Printing.—Printers and pressmen were husy on both newspaper and job work.

Clothing.—Journeymen tailors were busy.

Food and tobacco preparation.—Bakers and confectioners were very busy. Butchers were busy. With cigarmakers and tobacco workers, trade was fair in some shops and active in others.

Leather.—Leather workers and saddlers were busy.

Miscellaneous.—Barbers, clerks and delivery employees were busy. Laundry workers were very busy.

Transport.—Trackmen, freighthandlers and street railway employees were busy, as were teamsters and draymen.

Unskilled labour was in demand.

DISTRICT NOTES.

Blue Lake.—The Portland Cement Co. is advertising for labourers.

Paris.—Building was brisk, with labour fully employed. The mills and factories were busy.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was active during July. In some lines of manufacturing, a slight falling off was noticeable, but not more than is usual at this season of the year. Outdoor labour was fully employed. A number of new factories were installing machinery, and will soon need a considerable number of workpeople, a demand which can hardly be met locally. Retail trade was quiet. There were no changes in wages and no unrest during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have started haying. This crop, as well as the amount of straw, generally will be lighter than usual.

Manufacturing.—Manufacturers had a good month, but a slackness was noticeable in some lines.

CONDITION OF PARTICULAR TRADES.

Building trades.—These trades had an active month in all lines. The scarcity of brick has been met. Bricklayers, masons, carpenters, painters, stonecutters, plumbers and builders' labourers had an active month.

Metal, engineering and shipbuilding.—Iron moulders, machinists and helpers, and tube mill workers were steadily employed.

Woodworking.—These trades in some lines showed a slight falling off. Piano and organ workers were off one week for stock-taking, but were active during the balance of the month. Woodworkers, carriage workers and upholsterers had an active month.

Printing.—Printers had an active month.

Clothing.—Journeymen tailors were quiet. Female garment workers were busy.

Food and Tobacco preparation.—Bakers, confectioners and cigar makers had a busy month.

Textiles.—Carpet workers had an active month.

Unskilled labour.—The demand for this class was met largely by new arrivals.

DISTRICT NOTES.

Rockwood.—An addition 83x60 feet to the woollen mills is under way.

WOODSTOCK, ONT., AND DISTRICT.

Mr. M. H. N. McElheran, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During July labour was not as active as during the corresponding month last year. While the factories on the whole were busy, there seemed to be no desire to take on additional hands. It was decided to go ahead with the erection of the Young Men's Christian Association building, and men and teams have been employed making the excavations. Farm labourers found no difficulty in getting work at $1.00 to $1.50 per day with board. There is still the complaint that many farm hands make application for work, but know comparatively little about farming. A man with a knowledge of farming need not go far into the country to get a good place at good wages. Cheesemakers were steadily employed, the price averaging about 11 1-8c. per pound in this section. The good price obtained for cheese encourages the farmer to send his milk to the cheese factory, and this in turn enhances the value of butter on account of the limited supply; as a result, private creameries are thriving and new ones established. The City Council adopted a resolution amalgamating the Collegiate Institute and Public School Boards. Some two years ago there was established at the Collegiate Institute a manual training department, which has

been steadily growing. The equipment comprises about 35 work benches, completely tooled; 3 wood turning lathes; 1 iron lathe and a forge. The machinery is operated by a gas engine. The cost to Woodstock last year, including teachers' salaries and other expenses, was $497.00. Woodstock College has also a well-equipped manual training department.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were well employed, and indications are that the crops will all be good excepting oats, which in some places are patchy, with the straw short. The hay crop turned out better than was expected. Hay sold at $14 per ton; oats, 50 cents a bushel; cheese at 11¼c. per lb., and butter at 28c. per lb.

Manufacturing. — All establishments were fairly employed. The pipe organ industry was very brisk.

Railroad construction and employment. —The Grand Trunk Railway Company was ballasting the main line east of Woodstock, using chiefly farm teams.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were steadily employed, but no additional hands were taken on owing to lack of new contracts. Carpenters were all employed, some on work situated outside the city. Painters, paperhangers and builders' labourers were all busy.

Metal, engineering and shipbuilding.—Iron moulders had steady employment, but stove mounters and polishers were quiet. Machinists were busy, and some competent men could haye found employment. Linemen were rushed, particularly towards the end of the month. Boilermakers were well employed.

Woodworking and furnishing,.—All woodworking factories were fairly busy. The local plant of the Canada Furniture Manufacturing Company has not yet started with a full staff since closing down for stock-taking. A number of the men were employed on the new addition which the company is adding to its premises.

Food and tobacco preparation.—Bakers and confectioners did a good business, but cigar makers were not very busy.

Leather.—All leather workers had a good month.

Miscellaneous.—July was a satisfactory month so far as labour was concerned, there being no men idle.

DISTRICT NOTES.

Ingersoll.—At the first of the year, the Ingersoll Town Council put itself on record as favourlng municipal ownership. The first definite step in that direction was taken a short time ago, being the purchase by the town of the waterworks, electric light works and the gas works. The report of the committee which had the matter in charge was that the waterworks could be bought for $95,000, and the electric light plant for about $55,000. The companies claimed that these figures represented the actual cost of their plants. The gas company asked $65,000 for its plant.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been steadily employed during July, with no idle men. Factories were running full time, and all outside workers have bright prospects for the summer. Great activity prevailed in the building trades, as a number of residences are in course of erection, and many alterations and improvements being made to business places. An addition to the gas works to cost $2,796 is nearly finished. Work has begun on the building of a new church. The contracts are let for the G. T. R., shops extension. The entire work is in charge of the Arnold Engineering Company, of Chicago, which has let the contracts to Canadian firms. A large gang of men is at work on the John st., sewer. Merchants and banks reported an active month's business. No changes in the rate of wages or hours of labour were reported. Dry goods merchants have granted their clerks a Wednesday half-holiday.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busily engaged haying and reported good prospects for the harvest, though oats are not up to the average in some districts. Gooseberries sold at 6 cents per qt.; red and white currants at 6 to 7 cents per quart; black currants at 13 cents per quart; new potatoes at 35 to 50 cents per peck; cabbage at 5 to 10 cents per head; eggs at 17 cents per dozen; butter at 20 to 21 cents per pound; chickens at 30 to 65 cents each.

Manufacturing.—Conditions were very satisfactory. No factories reported lack of work.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons were busy, as were carpenters, painters, paper hangers, stonecutters and builders' labourers. Plumbers and plasterers were active.

Metal and engineering.—Iron moulders and helpers, electrical workers and linemen were active. Blacksmiths, boilermakers and horseshoers were busy.

Woodworking.—These trades had an active month. The sash and door factories were busy.

Printing.—Trade was active.

Clothing.—Journeymen tailors and garment workers were busy.

Food and tobacco preparation.—Bakers and confectioners were active. Butchers had a busy month. Cigar makers reported plenty of work.

Leather.—Harness makers reported trade very good.

Miscellaneous.—Barbers, clerks and delivery employees were active. Hotel and laundry help was busy, and in some cases there was a demand for workers.

Transport.—All branches had a very active month.

Unskilled.—This class was well employed.

DISTRICT NOTES.

Goderich.—The C. P. R., track-laying train crossed the bridge over Dunlop's Hill and is now at work on the north bank of the river Maitland, opposite the town, so that the rails on the Guelph and Goderich branch reach now practically to Goderich.

Hanover.—The town is building a town hall and public library at a cost of $23,000

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions have been active during July, but the influx of immigration fully supplied the demand, especially in the building trades. A general demand for female help was felt both in the factories and for domestic work. A firm from the United States has bought two acres of ground and has let contracts for the erection of buildings in which to manufacture ploughs. The McClary Co. has had another large building turned over by the contractors, and will now employ in all about 1,300 workpeople. Shuttleworth and Company's new three-storey cap factory is also completed.

A most deplorable accident occurred on the afternoon of Tuesday, July 16, when the four-storey building occupied by W. J. Reid and Company as a wholesale and retail crockery store, with a part of the ground floor sub-let to Hamilton, Long & Company, retail clothing merchants, suddenly collapsed. In its fall a building occupied by a photograph gallery and store was also carried down. Eight people were killed and 12 were injured. About 25 escaped through the front doors. The damage done amounted to $400,000.

An agreement was signed during the month between the *Advertiser* and *Free Press* newspapers and the Typographical Union by which all hands receive one dollar increase from July 1, 1907, and a further increase July 1, 1908, to continue until June 30, 1910. An agreement was also signed between the *Advertiser* job department and the Typographical Union to increase the scale of job printers from $10 to $12 per week, and reduce the hours from 54 to 51 per week.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had plenty of work, but there was no demand for additional help, plenty having arrived from Europe. Carpenters were in demand. Lathers and plasterers were very busy, and painters and plumbers were rushed. Stone-cutters had considerable out-of-town work on hand and were exceptionally busy. Builders' labourers were busy, with the supply about equal to the demand.

Metal, engineering and shipbuilding.—Iron moulders reported trade good, with plenty of orders ahead. Iron workers continued to work night and day shifts. Machinists were busy, and boilermakers were very busy. Metal polishers and stove mounters reported trade good.

Woodworking and furnishing.—Carriage and wagon workers were exceptionally busy. Car builders had all the repair work they could handle. Coopers were extra busy.

Printing.—Printers were busy, and a number of arrivals from the old country have obtained ready employment. Press men and press feeders were somewhat in demand, several firms being short-handed.

Clothing.—Journeymen tailors reported trade somewhat dull, a usual condition at this season. Garment workers were busy, and boot and shoe workers reported trade good.

Food and tobacco preparation.—Biscuit and candy factories were working overtime, from 6 to 8 o'clock three nights a week. Cigar makers were busy, with no hands idle.

Miscellaneous.—Broom makers were very busy, and laundry workers were rushed.

Transport.—Train crews reported a large amount of freight moving and not sufficient engines to handle it, making long hours on duty necessary. Street railway employees were making a lot of overtime, owing to heavy passenger traffic to the summer park.

Unskilled.—A large amount of work is in progress.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during July was much the same as during June. The building trades and various industries were well employed. Unskilled labour was scarce in some localities, and men desirous of finding work had no difficulty in procuring positions.

There were no changes in rates of wages or hours of labour. House-seekers found it as difficult as ever to procure houses.

A by-law submitted to the rate-payers asking their sanction of a bonus of $50,000 to the St. Thomas Car Co., Ltd., was passed. Additional stock is now being subscribed. It is the purpose of the company to give residents of this city first option on stock. The plant to be erected will be sufficiently commodious to enable the firm to manufacture not less than five standard freight box cars per day. The company is to employ not less than one hundred and fifty men for fifteen years. The estimated pay-roll upon the minimum of employees is eight thousand to ten thousand dollars every month, and this in all likelihood will be increased.

Considerable activity prevailed along the route of the South Western Traction Co., in this city, and south to Port Stanley. As a result, the prospects are that before very long cars will be operating between St. Thomas and Port Stanley.

Employees of the various railway shops have been busy. Instead of the usual summer reduction in working forces, efforts have been put forth to procure help, both skilled and unskilled.

The recently constructed canning factory commenced operations some weeks ago, and at present have 17 men employed on construction work. Ninety-two women are employed in the factory at the present time, and it is expected that during the rush season this force will be inceased to at least one hundred and fifty.

There has been a plentiful supply of produce offered at the factory. so far.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy harvesting hay and wheat. The hay crop has been light for the most part. The wheat has shown up well, considering the backwardness of the season. Strawberries were fairly plentiful and the quality all that could be desired. Raspberries and cherries are not plentiful. Farmers have experienced some difficulty in procuring help.

Lumbering.—Planing mills were running steadily, the demand for material being good.

Manufacturing.—The various establishments reported an active month.

CONDITION OF PARTICULAR TRADES.

Building.—All hands were well employed. The weather conditions greatly favoured out-door work. There are no large building contracts reported, work, for the most part, being on the construction of residences and repair work.

Metal, engineering and shipbuilding.—The moulding and machine shops were working to full capacity.

Woodworking and furnishing.—Woodworkers, upholsterers and cabinet makers had an average month.

Printing and allied.—Printers and press men found trade good.

Clothing trades.—Journeymen tailors and garment workers had an average month.

Food and tobacco preparation.—These trades were fairly well employed.

Miscellaneous. — Barbers, clerks, delivery employees, laundry workers and others similarly employed reported an active month.

Transports.—The transportation service had a busy month. On the railroads there have been many special trains, and freight business was brisk.

Unskilled labour has been well employed during July. The Michigan Central shops could give employment to twenty men at the present time.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been a great demand for skilled and unskilled labour. The immigrants sent here have not given satisfaction to the majority of the farmers, and work has been abundant. The city has closed a contract with the Colonial Engineering Company of Montreal for the installation of a new electric light plant. There have been no strikes or lockouts this month, and no changes in wages or hours.

The present scale of wages for good workmen in the different trades in this city and district is as follows:—

Class of Labour.	Rate of Wages, Not less than:			
Bricklayers and masons....	$3.60	per day	9	hours.
Bricklayers and masons labourers.....	2.00	"	9	"
Plasterers.....	3.00	"	9	"
Carpenters and joiners.....	2.00–2.50		10	"
Moulders and machinists...	2.50	"	10	"
Painters and paperhangers.	2.00	"	10	"
Tinsmiths.....	2.00	"	10	"
Corporation labourers.....	1.75	"	9	"
Stationary engineers.....	1.75	"	10	"

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A heavy frost on the morning of July 3rd did damage to corn, beans and tomatoes. Many of the farmers were compelled to plough up their beans and corn and re-plant. The result has been to cause much extra work at the haying and harvesting time. With the scarcity of farm labour prevailing, this has been a serious drawback to many. The apple crop in Kent county will be a light one, and will not more than supply the home demand. Strawberries were only about half a crop, and there were scarcely any raspberries.

Railway construction.—The C. W. and L. E. Electric Railway Co., was very busy placing wires and ties, so that as soon

as the rails arrive, the lines will be completed in a couple of weeks.

Manufacturing.—On July 16th ground was broken for the Wolverine Brass Works, and a large number of men were started to work. The building is to be completed by November 15th.

Mining.—Oil men expect a number of new wells to be shot as soon as machinery can be secured.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters and joiners were very busy. Plasterers were only fairly well employed, buildings not being far enough advanced. Painters were busy, but only a few paperhangers had steady employment at this season. Stonecutters were slack, cement blocks taking the place of stone in nearly all the large buildings. Builders' labourers were all employed.

Metal, engineering and shipbuilding.—Iron moulders, coremakers, machinists, blacksmiths and boilermakers were busy. Electrical workers and linemen were very busy for the season of the year. Jewellers reported trade only fair.

Woodworking and furnishing.—The planing mills and carriage factories were running to full capacity.

Printing.—Printers were very busy and unable to turn out work fast enough owing to lack of printers. Pressmen and bookbinders had steady employment.

Clothing.—Journeymen tailors reported conditions slack.

Food and tobacco preparation.—Bakers, confectioners and butchers reported a good month.

Miscellaneous.—Barbers, delivery employees, hotel and restaurant employees have been very busy.

Transport.—Owing to the large number of excursions, railroad employees have had a very busy month. Teamsters had a good month.

Unskilled labour.—This class has been in good demand owing to the large amount of street improvements carried on.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was steadily employed during July, with no men capable of working out of employment. The building trades were active, though the volume of trade was not as large as in the corresponding month of last year, owing mainly to the increased cost of building material. Other industries were working to their full capacity. Many factories and shops have inaugurated the Saturday half-holiday during July and August. Retail merchants reported business good, notwithstanding that a large number of families are out of the city. The City Council has increased the salaries of a number of its employees as follows:—

Assessment Commissioner	from $600	to $800	per yr.
Clerk (female)	540	600	per yr.
Janitor	660	720	per yr.
Plumbing Inspector	600	700	per pr.
Sanitary Inspector	600	700	per yr.

Ten labourers were increased in wages from $1.50 to $1.75 per nine-hour day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy gathering hay, which owing to the rain and warm weather has turned out better than was expected; other crops have improved and will be better than was hoped for. Prices for farm produce remain good. Butter was 20c. a pound; eggs 22 cents a dozen; spring chickens, 60 cents a pair; live chickens, 50 cents a pair; and new potatoes, $1.50 a bushel. There was a scarcity of farm labourers. Good steady men are getting from $25 to $30 per month with board.

Manufacturing.—All industrial establishments were very busy, some working overtime.

CONDITION OF PARTICULAR TRADES.

Building.—There was a lull in building owing to the increase in cost of building material. Houses are very scarce,

and building must soon commence. All connected with the trade were fully employed.

Metal, engineering and shipbuilding.—All branches were active. Iron workers, machinists, electrical workers, blacksmiths, sheet metal workers, etc., were very busy,

Woodworking.—With the exception of employees in the planing mills, these trades had a busy month.

Printing.—The printing and allied trades reported active conditions, with both job and newspaper printers very busy.

Clothing.—Journeymen tailors were very busy, with competent garment workers in demand.

Food and tobacco preparation.—Bakers, butchers, ice handlers, cigar makers and tobacco workers were fully employed.

Leather.—Workers on leather goods were actively employed.

Miscellaneous.—On July 15 the Journeymen Barbers' Union adopted a change in prices as follows:—

	Old Prices.	New Prices.
Hair cut	25c.	25c.
" whiskers trimmed	35c.	35c.
" children	15c.	25c.
Neck shave	5c.	5c.
Holiday shave	10c.	15c.
Massage	15c.	25c.
Hair singe	15c.	25c.

Unskilled labour.—The demand for this class slightly exceeded the supply.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

For men to work outside of the city, there was a great demand, but there were plenty of men available for work within the limits of the city. Work in the city has not been so extensive as n previous years owing to labour troubles and other causes. Among the latter may be included the prevailing money stringency. The corporation has had to close down several important public works on account of the difficulty of getting money. On sewers, which in their construction generally give employment to several hundred labourers, there is not at present more than a dozen employed. In other city work there has been a similar restriction of employment. Of those usually employed by the city, many have accepted railroad construction work, but there is a strong disposition on the part of the labourer who has a family resident in the city to exhaust every means of getting employment here before leaving his family.

A large number of men are employed on the construction of the new locks at St. Andrew's rapids, on the Red river. Very satisfactory progress has been made. A new post office in the northern part of the city of Winnipeg is also in course of erection.

Bank clearings indicate a steady expansion of trade, but there is a feeling of anxiety regarding the outcome of the crops. In view of reports from certain localities, many of the merchants are curtailing their businesses. Action in this direction has also been in many cases obligatory because of the action of the banks in reducing lines of credit extended to traders and business men generally. Railroad traffic returns do not show any diminution in the amount of merchandise carried, and at far western points business is reported to be extremely active.

Conditions generally in labour circles have been unsettled owing to the strike in the building trades. This, however, was settled on July 22.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Reports indicate that the crop is uneven. This is especially applicable to wheat. In the southern portions of Manitoba there has been lack of rain, but in the northwestern sections, and in Alberta and Saskatchewan, the general reports indicate very favourable conditions, with the exception of lateness, which is very general.

Railroad construction.—More men are wanted, and some of the principal contractors are seriouslv affected through the inability to get a sufficientt supply of labour. This lack of labour is becoming more acute as the crop season approaches. In addition to the construction work in progress, there is a large number of men employed on improvements.

CONDITION OF PARTICULAR TRADES.

Building.—Work on building has been practically suspended during the strike of the bricklayers. Other trades felt the effects of the strike. As soon, however, as there was a prospect of a settlement, the amount of building increased. The contractors were all protected by a strike clause in their contracts. Many claim, however, that they have been subjected to a loss through the action of men in limiting the output of work. To remedy this, they desire to have foremen answerable, not to the Union, but to themselves. This is one of the points that has not been settled in the agreement just signed, but will be dealt with by the executive of the International of the Bricklayers' and Masons' Union. Painters, plumbers, gas and ssteamfitters were only fairly busy. There appear to be quite enough men on hand to do all the work in sight.

Metal and engineering.—The foundries all reported business good and prospects for the future bright. They are at present handling a great deal of railroad work.

A new rolling mill has been started and almost a hundred men are now employed.

Woodworking and furnishing. — Sash and door factories were working to full capacity, although the volume of business offering was not so large as was anticipated. Carriage builders reported a good demand for a better class of work than hitherto called for. Many of the wagons previously imported from eastern Canada are now being made in Winnipeg.

Printing.—There was some dullness reported. The holiday season is on, and slackness usually follows the fair week, which closed on July 20. Some enquiry is being made for skilled hands in the box-making and book-binding branches.

Clothing.—Business was very active, especially in the factories where the coarser grades of clothing are made, such as overalls. Factories that devote special attention to blouse making and women's wear are steadily increasing their output.

Food and tobacco preparation.—Conditions were normal.

Leather.—A new leather factory has been started in Elmwood, and it is expected that it will give employment to many hands. In addition to leather manufacturing, the same concern will tan sheep skins for the purpose of making mats. The firm is already doing a good business.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Building, up to the end of the month, showed a large increase over the corresponding period of last year. During the first six months of 1906, building permits valued at $245,177 were issued. while for the same period of 1907 the value was $315,795, showing an increase over last year of about $70,419. Permits were being issued steadily for the erection of residences, etc. Work on the construction of the $30,000 depot for the Great Northern Railway Company has been commenced. The new Winter Fair building is expected to be finished before the winter sets in; it will cost about $40,000. Business was brisk in all lines. Transportation companies reported a very active trade in agricultural machinery. The Canadian Pacific Railway Company has leased a large block for up town offices. There were no changes in the rates of wages, but the clerks of the city, numbering about 250, have received a Thursday half-holiday during July and August. There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The wheat crop is two weeks later than last year. Some districts have had plenty of rain, but others need it very much. Wheat along the Canadian Northern Railway throughout the West has been making rapid growth. The Canadian Pacific Railway Company's agents reported abundance of rain in the West, with excellent growing weather. One agent reported the growth as being fourteen inches. Specimens selected at random were remarkable for the strength of stem and root. The export trade in Manitoba wheat has been heavy, and promises to continue so. Receipts of the crop of 1906 continue to come forward rapidly, and the inspectors' office is as busy now as it was last October.

Reports show that great interest is being taken in the dairy demonstration train, all classes co-operating with the agricultural societies and farmers' organizations to make the meetings at different points a success.

Lumbering.—Seven million feet of logs arrived from the Riding mountains on the first of July, for the Hanbury Manufacturing Company. Sash and door factories are doing a good business.

Manufacturing. — Flour, mills, etc., were active.

Railroad construction and employment. —Work on the Grand Trunk Pacific line between Saskatoon and Edmonton is being rushed. The force of 1,700 men and 900 teams will be increased to 1,900 men and 1,000 teams within two weeks. Steel and ties were being shipped, and one hundred and fifty miles of grade will be ready for the steel by August. One mile per day is the rate of construction at Portage la Prairie. The Canadian Pacific Railway Company is doing a large amount of construction work and other improvements on its various lines.

Other industries.—It is the intention of the Provincial Government to proceed almost immediately with the construction of a telephone system in the city of Brandon. It is probable that the first long distance line for the Government's system will be built from Brandon to Verden, and from there to Hamiote and Birtle, connecting the various municipal systems which will be in operation along the route.

CONDITION OF PARTICULAR TRADES.

Building.—Workmen were busily employed, although work was somewhat impeded by lack of material. Plumbers and steamfitters were active. An advertisement appeared in local papers for three first-class tinsmiths at $4.00 per day, and also for several good men for brickyards at Brookdale, Man.

Metal, engineering and shipbuilding.— Iron moulders, machinists, steam engineers, sheet metal workers and boilermakers were active, and sheet metal workers busy.

Woodworking and furnishing.—Woodworkers, upholsterers and pattern makers were active.

Printing.—Printers and pressmen were actively employed.

Clothing. — Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, ice-handlers, cigar makers and tobacco workers were active.

Transport.—Traffic on the Canadian Pacific Railway still continues heavy, and the men employed in the different departments were busily employed.

Unskilled.—The market for this class was well supplied.

DISTRICT NOTES.

Rosthern.—A one hundred barrel flour mill will be shortly built at a cost of about $20,000. The company will be composed of local business men, who felt that another mill was necessary. The machinery will be purchased in Ontario, and the mill will be finished in time for the fall trade.

Yorkton.—The crop prospects are up to last year's standard. The town is making many improvements, and has taken over the telephone system. It is also installing a sewerage and water plant to cost about $60,000. The number of building permits issued exceed those to this date last year. Three new brick yards have been started.

Saskatoon.—A discovery of coal has recently been made at Eagle Lake, and crude tests have already been made, showing a fifty foot seam of lignite coal of good quality. If the mine proves to be a good one, the Provincial Government may develop the mine for the use of settlers.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during July was quiet, and did not compare favourably with the corresponding month of last year. There was a slight improvement in the building trades as compared with last month. The value of building permits issued during the month amounted to $175,000, as compared with $290,510 in April and $286,455 in May. A new wholesale grocery firm is about to open. There was some unrest in the building trades owing to the steady influx of carpenters in response to advertisements in eastern newspapers. Many carpenters were unemployed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather during the past month has been favourable for plant growth, and the crops made good progress. There may be a slight percentage of the crop that will have to be cut for feeding in the sheaf. Though the crops were sown some weeks later than usual, at the present time they are not more than ten days behind last year. A lack of moisture was reported from some districts, but no considerable portion of the Province has suffered from that cause. The stubble crops will ripen earlier than those grown on summer fallow, but the yield per acre will be slightly less than the fallow crop.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were fairly active, though many bricklayers were unemployed, owing to scarcity of building material, the completion of many large buildings, and the tardiness in commencing further building operations, owing to the depression in the money market. Carpenters found employment light, the supply of workmen being in excess of the demand. Lathers and plasterers were active, and painters and decorators were fairly busy. Plumbers, gas and steamfitters were very busy, and there were some openings for competent workmen. Builders' labourers were somewhat quiet, the supply exceeding the demand.

Printing.—Job and newspaper printers were very busy, with competent machine operators in demand, and bookbinders also very busy.

Food and tobacco preparation,—Bakers and confectioners were actively employed, but cigar makers were somewhat quiet.

Miscellaneous.—Clerks, stenographers, etc., had a busy month. Hotel and restaurant employees were very busy.

MOOSEJAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET

There was greater activity during July than in the previous month, and labour was in greater demand, especially among agriculturists, the building trades and railway employees. There were no disputes between employers and employees, and wages were high. The cost of living remained about the same as a year ago. The tax rate for 1907 was increased 8 mills on the dollar, though the rate last year was on a lower assessment. The total assessment last year was $3,951,770. This year it is about $6,000,000. The Canadian Pacific Railway Company has the foundation built for an addition to the roundhouse of 16 additional stalls. This building is estimated to cost $50,000. The company is also extending the yards and approaches. The building permits issued by the city are in excess of those

granted during July, 1906, and the building trades were exceptionally busy. The city passed a by-law authorizing the borrowing of $125,000 for civic improvement ments.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There is every promise of an abundant harvest. Weather conditions have been exceptionally favourable, and though the season is late, the harvest will not be more than a week later than last year. The immigration into this district was greater than ever before.

Railroad construction and employment.—Employment was very active. There has been a great increase in passenger traffic. A few years ago there were only six passenger trains in and out of Moosejaw daily, whereas to-day, not including extra trains, there are 20 passenger trains daily, giving employment to a large number. During July the locomotive firemen and enginemen received an advance in wages.

Other industries.—The Saskatchewan Telephone Company is extending its lines, as its patronage during the year has more than doubled. The Company will have connection with Caron. 16 miles west of Moosejaw, in a short time. Large forces, both in the city and in the rural extensions, are being employed.

CONDITION OF PARTICULAR TRADES.

Building.—All were employed to fullest extent, and the supply was not greater than the demand.

Metal, engineering and shipbuilding.—Machinists, engineers and horseshoers were active, and electrical workers very active. Steam engineers, blacksmiths, jewellers, etc., were very busy.

Woodworking and furnishing.—Active conditions prevailed.

Printing.—Active conditions prevailed.

Clothing.—These trades were busy.

Food and tobacco preparation.—These trades were exceptionally busy.

Miscellaneous.—Barbers were very active, as were clerks and stenographers. elivery employees, hotel and restaurant employees were busy, with laundry workers exceptionally so.

Transport.—Employees in all branches were exceptionally active. There was a good demand for experienced men in many branches.

Unskilled.—Very active conditions prevailed. Wages were very good, and the supply was scarcely up to the demand.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During July there has been a number of idle men in the district. The cause of the over-supply was two-fold; first, the heavy immigration to the western provinces, and secondly, the shortage of material from the eastern factories, which has delayed building to a large extent. With the approaching haying and harvesting season, it is believed that labour conditions will be more active than at the present time. During the present month work has commenced on a large addition to the standard Soap Company's factory. Another brick and terra cotta company has been formed in Calgary, and its plant is nearly ready for operation. The transportation companies had a very busy month, the passenger and freight traffic having been exceptionally heavy. Shippers find difficulty in obtaining cars. Bank clearings continued to show a marked increase. The clearings for Calgary for the week ending July 18th were $1,357,500, or an increase of 31.6 per cent. over the corresponding week of last year. Wholesale and retail trade has been very satisfactory.

During July the plumbers, gas and steamfitters went on strike for an increase in wages. Some forty men went out on July 2nd and were out till July 11th, when they returned to work pending a settlement of their dispute by arbitration, the Board being composed of three men from the Builders' Exchange and three from the Building Trades Council. The Board met and granted the men an in-

crease from 45c per hour to 51½c per hour. The men were asking 55c per hour. The Board also granted the steamfitters' helpers an increase from 25c to 30c per hour. The working conditions remain much the same as prior to July 1st. It will be remembered that during the strike of the carpenters in September, 1906, it was agreed by the Builders' Exchange and the Building Trades Council that differences relating to the building trades should be settled by a permanent board of three members from each body. When the plumbers' trouble arose, there were only three out of nine master plumbers members of the Builders' Exchange, and the plumbers thought they were not justified in leaving their trouble in the hands of the Board until such time as all the master plumbers would agree to be bound by the decision of the Board. On the 10th of the month, all the master plumbers signed an agreement to this effect. The men then returned to work.

The Police Department of the city has taken the census during the latter part of June and the first week of July, and finds that the city has a population of 21,040, made up as follows: Old Calgary, 18,193; Rouleauville, 1,372; Riverside, 816; Bankview, 294; Hillhurst, 294; Sunnyside, 71. The census taken by the Dominion Government in 1906 was as follows: Calgary, 11,967; Bankview, 126; Hillhurst, 166; Riverside, with Ena Claire, 826; Rouleauville, 780; Breweryville, 351, making a total of 14,216. It will be noticed that the increase is 48%.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There are prospects for a heavy crop throughout the province. Although the spring was somewhat late, the summer has been so favourable that the crops are far advanced,

The first irrigation convention ever held in the Dominion was held at Calgary, commencing July 17th, with representatives present from the provinces of Saskatchewan, Alberta and British Columbia. The Government of Saskatchewan was represented by Lieut.-Gov. A. E. Forget; that of British Columbia by Hon. J. J. Fulton, and that of Alberta by the Hon. W. H. Cushing, Minister of Public Works. Questions of vital importance to the several provinces were discussed, and it was decided to hold the next convention at Vernon, B. C.

Mining.—The management of the International Coal and Coke Company at Coleman, Alta., announced that a contract had been signed by the C. P. R. Co. by which the latter will take the entire output of the mines over and above the Company's requirement for its coke ovens. The International Company will now run a double shift, and the output will be about 2,500 tons every 24 hours. Hard coal has been advanced 25c and 50c a ton to the consumer, according to the quality of the coal. This advance was caused by the coal company at Bankhead advancing coal 25c and 50c f. o. b. at Bankhead. The Crows' Nest Coal Co. advanced its product 50c per ton before the strike last spring. No advance has taken place on coal mined at Galt, Blairmore, or Taber.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, painters, decorators and paperhangers were dull, as were also builders' labourers. Lathers and plasterers, plumbers, gas and steamfitters and stonecutters were active.

Metal and engineering.—Iron moulders, iron workers and helpers, machinists, engineers, steam engineers, electrical workers and linemen, blacksmiths, boilermakers, sheet metal workers, horseshoers and jewellers were active.

Woodworking and furnishing.—Woodworkers were busy. Upholsterers, carriage and wagon makers and car builders were active.

Printing and allied.—Printers, pressmen, bookbinders, steel and copper plate printers were busy,

Clothing.—Journeymen tailors, garment workers and boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, and cigar makers were active.

Leather.—Leather workers and saddlers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel, restaurant and theatre employees, and laundry workers were active.

Transport.—All lines were busy.

Unskilled labour.—This class was active

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinney, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was not as well employed as during June, the stringency in the money market somewhat limiting building operations. The supply of mechanics at present more than equals the demand, and as plans for civic improvement have been curtailed to some extent, unskilled labour will not be employed as largely as was expected. The value of building permits issued during June amounted to $425,267; in June, 1906, it was $244,010, and for the six months ending June 30, 1907, $1,784,935. Some unrest was caused in the labour market owing to a strike of plasterers. The difficulty has been settled.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The prospects for a heavy grain crop are of the brightest, notwithstanding the lateness of the spring. The abundance of rain and sunshine has constituted perfect growing weather, and with continued favourable weather, a large yield is assured.

Lumbering.—The sawmills were again running, the balance of the season's cut of logs not carried away during the recent flood having been brought down the river to the mills.

Mining.—Coal mining was carried on to about the same extent as last month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, carpenters, lathers and plasterers, plumbers and painters were not employed as fully as in June, a number being idle. Builders' labourers were handicapped by the supply exceeding the demand.

Metal, engineering and shipbuilding.—Electrical workers and linemen were not very busy, the supply more than equalling the demand. Blacksmiths were fairly busy, also horseshoers, but sheet metal workers were somewhat quiet.

Printing.—Printers experienced busy conditions.

Clothing.—Busy conditions prevailed with journeymen tailors.

Food and tobacco preparation.—Bakers confectioners and cigar makers reported trade active.

Miscellaneous.—Barbers, hotel and restaurant employees all reported favourable trade conditions.

Unskilled.—A large number of this class of labour found ready employment in railway construction work, but on the whole the supply of unskilled labour more than equalled the demand.

NELSON, B. C., AND DISTRICTS.

Mr. A. B. Docksteader, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during July was active throughout the Kootenay district, the only drawback being a shortage in the car supply during the latter part of the month. The chief shortage is at present felt in the Crow's Nest Pass district. The foundations for the court house at Nelson are about completed. The Canadian Bank of Commerce building is making satisfactory progress. The marble for the job is furnished by the Kootenay Marble Works Company of Nelson, B.C., from its quarries situated on Kootenay Lake. Both quartz and coal mining are enjoying prosperity, the mines producing slightly above the average. The strawberry crop in the Kootenay Lake and Slocan districts has been excellent, and was marketed at advantageous prices. Raspberries are coming in and promise an abundant yield. Considerable fruit land has changed hands here this season at fair prices.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during July was exceptionally busy, the demand being about equal to the supply. The starting of several new industries advantageously affected labour. The wooden pipe works is giving employment to a large number of workmen, and the glass works is also employing a number of skilled mechanics at good wages.. In connection with the latter industry a valuable deposit of sand has been discovered near the works. The building trades are having a very busy season, an unusual amount of building being in progress. It is estimated that at the present time some 75 new houses are under construction. The river boats plying between this city and Chilliwhack are having a very busy season. Freight and passenger traffic being unusually heavy. The local fruit cannery was very busy; up to the present, about 0 tons of cherries have been canned. This is a considerable increase over the quantity canned last year. The demand for the product of the local factory is good, and the plant will have to be increased to handle next year's product. About 75 hands are employed. The employees of the British Columbia Electric Railway company, in this city, Vancouver and Victoria, had their wages increased on July 1, by about 20 per cent. The new agreement is for three years, or until July 1, 1910. The strike of moulders which took place recently has been settled. the men returning to work at the old rate of wages until the first of August, when they will receive an increase of 25 cents per day of nine hours. Although wages have advanced in most lines of industry, prices of staple commodities have advanced from 25 to 50 per cent in the past two or three years; flour has risen from $1.45 to $1.60 per sack, and potatoes are quoted at $2.00 per sack. Other lines of goods have also advanced. In the matter of house rent, an increase has been made in the past two years of nearly 50 per cent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busily engaged harvesting the hay crop. This crop is rather below the average in consequence of the dry spring. The root crop, however,is better than usual,a heavy yield being predicted. Prices of produce were quoted as follows:—

Beef, hind quarter	$ .08½	to	$ .09½	per lb.
" fore "	.06	to	$. 7½	"
Mutton	.12	to	.13	"
Lamb	.14	to	.15	"
Pork	.11			"
Veal	.10½	to	.11	"
Butter	.30	to	.35	"
Eggs	.35			per doz.
Potatoes	2.00	to	2.25	per sack.

Lumbering.—This industry was still active. A number of the logging camps closed down, but have again opened up. It is estimated that the total cut of logs in British Columbia for the fiscal year ending June 30 will be 678,687,324 feet, the largest cut in the history of the industry in this Province. A revenue of $800,000 has been received by the Provincial Government from timber licenses, royalties and export taxation during the fiscal year ending June 30, 1907.

Fishing.—The industry on the Fraser river was fairly active. Very small catches of sockeye salmon was reported, but spring salmon were still being caught in fairly good numbers. A large amount of canned salmon has been sold on the London market this season below the market value, but the market is again recovering and prices are advancing steadily; one pound tails being now quoted at $6.60 per case, or an advance of 60 cents; one pound flats at $7.00 per case, an advance of 40 cents. The canners claim that the increase is warranted by the increase in cost of production.

CONDITION OF LOCAL INDUSTRIES.

Building metal and woodworking.—Busy conditions prevailed in all branches.

Printing and clothing.—Activity was general in these trades.

Conditions in the remaining skilled trades were more or less busy.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour in general was well employed, though the building trades were somewhat hampered by lack of material, especially brick. Owing to the arrival of about 1,600 Japanese labourers, the Trades and Labour Council appointed a committee to look into the Japanese immigration question. The majority of the new arrivals went to Steveston, where they will work for the canneries. Business in all lines remained steady. There were several changes in prices, and more fruits than heretofore made their appearance on the market towards the end of the month. Fresh Alberta eggs retailed at 40 cents a dozen. The Vancouver Milling and Grain Company, Limited, started operations during the first week of the month. This is the first flour mill operated on the mainland on the Pacific coast of Canada. A coal famiue prevailed on the coast, and shipping was somewhat checked thereby. Thus far, trans-pacific shipping out of Vancouver has not suffered.

The value of building permits issued to the 26th instant amounted to $722,695. The building inspector stated that with the Canadian Pacific Railway Company's sample room and the Gibb apartment house, plans of which had been issued, the two structures to cost about $150,000, July would beat the rocord. The following is the total number of building permits issued this year, with comparison with 1906 by months:—

	1906	1907
January	78	79
February	93	35
March	90	176
April	89	139
May	85	184
June	62	179
July (to July 26)	77	124
Total	574	1,016

The total for the whole of 1906 was 1,051.

On account of the increased demand for rice by the Japanese and Chinese another mill will be operated in the east end of the city. A boom composed o 365 cords of bolts were brought into the harbour by the tug "Clara Young."

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A good harvest is assured on the coast. In the Squamish Valley on Lulu Island, and on the islands in th gulf, hay in most instances is yieldin four tons to the acre.

Fishing.—Late reports from the north as well as from the lower Fraser river state that only 20 to 80 fish to the boa are being caught.

Lumbering.—The McNair-Fraser Com pany, Limited, will enter the milling an lumbering business here. The compan will probably spend about $250,000 i preparatory work.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and mason were employed about the same as las month. Carpenters, lathers and pla terers, painters and decorators and plum bers reported trade active, with a fe lay-offs on account of lack of material.

Metal, engineering and shipbuilding.- Moulders were well employed. Th Moulders' Union has entered into a agreement with the Metal Trades Ass ciation regarding a new schedule. Th agreement ended the recent strike. provides for a wage of $3.75 per nine-ho day, till August 1, the rate after that da to be $4.00 per nine-hour day, with Saturday half-day holiday. The o schedule was $3.50 for nine hours and Saturday half-holiday. There had n been a strike in this trade since 189 Machinists, steam engineers and electric workers were well employed, with brig prospects.

Woodworking and furnishing.—Car age and wagon makers were very bus but upholsterers were somewhat qui Varnishers were busy, but coopers we quiet.

Printing.—Printers and pressmen were active. Bookbinders reported trade fair.

Clothing. — Journeymen tailors and boot and shoe workers were fairly active.

Food and tobacco preparation.—Bakers, meat cutters and cigar makers were active.

Leather. — Harness makers found employment active.

Miscellaneous.—Barbers reported a few out of employment. Clerks, deliverv and laundry employees were fairly busy.

Transport—All classes of railroad men were busy. Men employed in the Canadian Pacific Railway Company's shops were endeavouring to secure a nine-hour day. Cabmen, teamsters and draymen were active.

Unskilled.—This class was well employed, though large numbers are arriving and departing daily.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of July was a busy one with all classes of labour. In the building trades many extra men might have found steady employment, as a result of the unusual amount of building in progress. There are at present 108 residences in course of construction, and many more are contemplated. A scarcity of farm labour on the lower part of the main land was reported; and the farming industry will be considerably hampered thereby. A shortage of labour in the Skeena district affected the canneries there. It is expected that the situation may be relieved by the large number of Japanese now coming to the province. It is thought that a number of Japanese will be employed on railway construction work also. During the week ending July 5, Victoria bank clearings showed an increase of 48% as compared with the same week of last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the scarcity of rain, crops will not be up to the average, the crop of hay being much below. Small fruits have yielded well.

Fishing.—Large catches of spring salmon were made at the traps located on the shores of the island. One lift at the traps of Messrs. Finlay, Durham and Brodie produced 40 tons, which is spoken of as the record catch. During last season Messrs. Linderburg & Company shipped 400 tons, and it is expected that this year's output will be fully up to that of last year. Fair catches are also being made of sockeye salmon.

Lumbering.—Mills and logging camps were doing a good business, and as the prices of all kinds of lumber is double the price it was ten years ago, the industry is in a prosperous condition.

Manufacturing.—Manufacturing establishments had a busy month. The Victoria Machinery Depot was rushed with orders for machinery of all kinds. The marine iron works keep a full staff of workmen steadily employed. The Robinson Iron Company reported that it was behind with orders. The rates of wages in the machine shops average $3.50 per day to about 125 machine hands. The Albion iron works have been so busy lately that it has been found necessary to extend the foundry by the addition of a new moulding room, 60x120 feet. With the carriage manufacturing business work was reported very brisk.

Other industries.—The pulp works at Swansea Bay are making good progress, and when completed will give employment to a large number of hands. At present about 40 mechanics are busily employed on the plant. Experienced millwrights, used to handling heavy machinery, are required, at wages from $3.50 to $5.00 per day. Representatives of British capital have been in Victoria investigating the condition with regard to establishing a blast furnace for the manufacturing of iron from the mangenese iron ores known to exist on the island.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were all working to their fullest capacity. The value of the building permits issued

last month amounted to $65,000, not including the suburbs. It will be necessary to rebuild the portion of the city recently destroyed by fire, in which about 100 residences were destroyed. Anyone experienced in building can find employment here for some time to come.

Metal, engineering and shipbuilding.—Iron moulders and workers were all working full time, as were machinists, engineers, steam engineers, electrical workers and linemen, Blacksmiths, iron ship builders, shipbuilders and caulkers were busy at the different yards on new vessels and repairs.

Printing.—The printing trade was more active than it has been for years. New linotypes are to be placed in two of the job printing offices.

Clothing.—Journeymen tailors still find constant employment at good wages on the piece work system.

Food and tobacco preparation.—Bakers, confectioners, meat cutters and butchers were well employed. Cigar makers to the number of about 50 were kept busy at wages ranging about $20 per week. The amount of wages paid by the local factories to cigar makers, strippers and clerical force amounted to about $1,000 per week.

Miscellaneous.—Barbers found work plentiful, notwithstanding that the price of hair-cutting has been increased to 35 cents. Clerks and stenographers were busy, also hotel and restaurant employees. In the dry-goods trade, business was exceptionally brisk.

Transport.—Steamboatmen and steamboat firemen, ship labourers and longshoremen were well employed during July. The British Columbia Electric Railway company in Victoria, Vancouver and New Westminster, and their employees have come to an amicable settlement of the latter's demand for an increase in pay. The men had been working under a three-year contract, which expired on Sunday last, and the negotiations have been in progrees for nearly two months. The new agreement is for three years, and provides for a substantial increase. It went into effect on the 1st instant. With reference to the motormen and conductors, the new schedule follows out the lines of the old, varying the rate of pay according to the length of term of service. It is as follows: First six months, 20 cents per hour; second six months, 25½ cents; second year, 26½ cents; third year, 27½ cents; fourth and fifth years, 28½ cents; sixth and seventh years, 29½ cents; eighth, ninth and tenth years, 30½ cents; over ten years, 31½ cents. In the New Westminster shops all recognized graduates at the trades will be paid as follows: First year, 37 cents; second year, 38½ cents; after second year, 40 cents. The pay of the employees about the barns, etc., has been advanced on a sliding scale equal to the advance given to the others.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this district remained unchanged since last month, there being still a demand for men in most industries. There was a complaint from all parts of the district that men cannot be procured in sufficient numbers for the work on hand, especially in the mines and woods. There was exceptional activity in the lumber and coal trades. The merchants reported a very good month,with excellent prospects. There have been no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very busy getting in their hay.

Fishing.—There has been very little activity among local fishermen. The whale fishing company operating on the west coast of the island has started work on a new station near Nanaimo, for use during the stormy winter months. The station on the west coast is catching all the whales that it can handle with its present plant.

Lumbering.—The sawmills in this district were working to their fullest capa-

city, with prospects for a continuance of the present heavy demand for lumber. The lumber camps were working full time, although some of the companies on the coast closed down for a part of the month. There was a demand for men to work in the logging camps, and the wages paid are the highest in a number of years.

Mining.—The coal mines were working to their full capacity and were increasing their output as fast as men could be procured. The fire at the mine at Union has been got under control, and work is being resumed as fast as possible.

Railroad construction and employment.—Work has been commenced on the filling in on the road near the town, and a force of men was employed building a large stone culvert.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons reported employment better than for some years. Carpenters and joiners reported busy conditions prevailing. Painters and plumbers found active employment, and builders' labourers were well employed.

Metal, engineering and shipbuilding.—Steam engineers reported work very active, and a shortage of certificated engineers in the district. Blacksmiths and carriage makers were active.

Printing.—Business with printers was fair for the time of the year.

Miscellaneous. — Teamsters and expressmen were active.

Unskilled.—There was plenty of work, with a marked shortage of men in some localities.

COST OF LIVING, 1897-1907—INVESTIGATION AT OTTAWA, ONT., BY CIVIL SERVICE ASSOCIATION.

DURING the month of June, an investigation was conducted at Ottawa, Ont., by a special committee of the Civil Service Association, Canada, into recent local tendencies in cost of living. The investigation was made for presentation in connection with certain other material, to the Royal Commission appointed by the Government in May, 1907 for the purpose of inquiring into matters appertaining to the present condition of the Civil Service of Canada (*). The results of the investigation were set forth in a memorandum, which, subsequent to its presentation to the Commission, was given to the press. Though the inquiry was limited in the main to the City of Ottawa and surrounding district, the results, in view of the comprehensive nature of the methods adopted, are of more than local interest. A review of the more important findings of the committee is given in the following article.

Scope of Investigation.

The design of the association, in view of the unsatisfactoriness of general statements in such a matter, was to make a detailed examination into existing conditions, in order to obtain definite and comprehensive data, by subjecting which to careful arrangement and analysis an authoritative result might be arrived at. In carrying out this design, an extended body of statistics was collected, illustrative of the relative cost of living in the City of Ottawa, Ont., or during the opening week of June 1907 and the same period of 1897, or exactly ten years ago. The statistics were presented under two main headings, the first relating at some length to retail prices of staple commodities, and the second relating to rentals, wages and interest, or prices as specially applied to the use of land, labour and capital. The authorities from whom the information was obtained consisted, for the most part of representative local store-keepers, real estate agents, large employers of labour, etc., every effort being made to secure absolute accuracy of quotation. Though the statement was sufficiently comprehensive to show the approximate movement of prices without elaborate analysis a system of "weighing" (i. e. of taking into account the relative importance of the several commodities as entering

*A reference to the appointment of this commission was published in the June issue of the Labour Gazette at page 1,334

TABLE SHOWING COMPARATIVE WAGES AND HOURS OF LABOUR, OTTAWA, CAN., 1897 AND 1907.

Class.	Wages		Hours (per week).		Remarks.
	1897.	1907.	1897.	1907.	
Agriculture:					
Farm hands	$180–$190 per year	$240–$300 per year	....	....	Increase, 45%.
Mining (mica):					
Foreman	$1.60 per day	$2.50 per day	....	....	Increase, 56%.
Drillers	$1.35–$1.50 per day	$2.00 per day	....	....	Increase, 40 %.
Handymen	$1.10–$1.15 per day	$1.50 per day	....	....	Increase, 33⅓ %.
Splitters in factories (girls)	$ .25–$ .35 per day	$.50–$1.00 per day	....	....	Increase, 100 %.
Lumbering and Sawmilling:					
Bushmen	$13–$20 per month	$30–$40 per month	..	..	Increase, 100 %.
River drivers	$35 per month	$45 per month	..	..	Increase, 28 %.
Sawyers	$1.75–$2.50 per day	$2.75–$3.50 per day	60	60	Increase, 47 %.
Pilers	$1.30 per day	$1.65 per day	60	60	Increase, 26%.
Shingle Sawyers	$ .55 per 1000	$ .65 per 1000	..	..	Increase, 18%.
Teamsters	$1.25–$1.50 per day	$1.50–$1.75 per day	60	60	Increase, 20%.
Sawmill labourers	$1.25 per day	$1.60 per day	60	60	Increase, 28%.
The Building Trades:					
Stonecutters	$.33⅓ per hour	$.44 per hour	54	44	For 9–10 hours less work per week, the net earnings of the average workman have increased 40 %. Contractors' wages' bills have increased 50–65 %.
Masons	$.25–$.27½ per hour	$.47 per hour	59	50	
Bricklayers	$.25 per hour	$.47 per hour	59	50	
Plasterers	$.20–$.25 per hour	$.40 per hour	59	50	
Carpenters	$1.50–$1.75 per day	$2.25 per day	59	50	
Lathers	$1.25 per 1000	$1.50 per 1000	..	..	
Painters & Glaziers	$1.75 per day	$2.25 per day	59	50	
Plumbers & Steamfitters	$ .20–$.25 per hour	$ .30–$.37 per hour	59	50	
Roofers	$1.75 per day	$2.25 per day	59	50	
Sheet Metal Workers	$.20 per hour	$.28 per hour	59	50	
Builders' Labourers	$.12½ per hour	$.25 per hour	59	50	
The Metal Trades:					
Machinists	$1.35–$2.00 per day	$2.50–$2.75 per day	60	60	Increase, 58%.
Boilermakers	$2.00–$2.25 per day	$2.75 per day	60	60	Increase, 26%.
Electrical workers (dynamo men)	$40–$50 per month	$45–$60 per month	60	60	Increase, 55%.
Linemen	$1.00–$1.60 per day	$1.60–$1.90 per day	60	60	Increase, 34%
Iron moulders	$1.50–$2.00 per day	$2.25–$3.00 per day	60	60	Increase, 50%.
Coremakers	$1.25–$1.75 per day	$2.00–$2.75 per day	60	60	Increase, 58%.
Tinsmiths	$1.50–$1.75 per day	$2.50–$2.75 per day	60	60	Increase, 50%.
Brass workers	$1.50–$2.00 per day	$2.25–$3.00 per day	60	60	Increase, 50%.
Stove mounters	$1.75–$2.00 per day	$2.00–$2.50 per day	60	60	Increase, 20%.
Blacksmiths	$2.00–$2.50 per day	$2.50–$3.00 per day	60	60	Increase, 22%.
Horseshoers	$8–$11 per week	$10–$15 per week	..	..	Increase, 31%.

The Woodworking Trades:					
Upholsterers	$10.50 per week	$12.00 per week	60	60	Increase, 15%.
Sash and Door Establishments:					
Large circular-saw hands	$1.50–$2.50 per day	$2.50–$3.50 per day	60	60	Increase, 50%.
Small circular-saw hands	$1.25–$2.00 per day	$1.50–$2.50 per day	60	60	Increase, 23%.
Jig-saw hands	$1.25–$2.00 per day	$1.50–$2.50 per day	60	60	Increase, 23%.
Band-saw hands	$1.25–$2.00 per day	$1.50–$2.50 per day	60	60	Increase, 23%.
Matcher hands	$1.25–$1.75 per day	$1.50–$2.50 per day	60	60	Increase, 33⅓%.
Planer hands	$1.25–$1.75 per day	$1.50–$2.50 per day	60	60	Increase, 33⅓%.
Shaper hands	$1.25–$2.00 per day	$1.50–$2.50 per day	60	60	Increase, 23%.
Sticker hands	$1.25–$2.00 per day	$1.50–$2.50 per day	60	60	Increase, 23%.
Machine hands	$1.25–$2.00 per day	$1.50–$2.50 per day	60	60	Increase, 23%.
Turners	$ .18–$ .20 per hour	$.20–$.25 per hour	60	60	Increase, 19%.
Stairbuilders	$.20–$.25 per hour	$.25–$.30 per hour	60	60	Increase, 22%.
Doormakers	$1.25–$1.75 per day	$1.50–$2.00 per day	60	60	Increase, 16⅔%.
Sash and blind makers	$1.25–$1.75 per day	$1.50–$2.00 per day	60	60	Increase, 16⅔%.
Frame makers	$1.25–$1.75 per day	$1.50–$2.00 per day	60	60	Increase, 16⅔%.
Bench hands	$1.25–$1.75 per day	$1.50–$2.00 per day	60	60	Increase, 16⅔%.
Bench helpers	$1.25–$1.75 per day	$1.50–$2.00 per day	60	60	Increase, 16⅔%.
Cabinet makers	$.20–$.25 per hour	$.25–$.30 per hour	60	60	Increase, 22%.
Polishers and Finishers	$.20–$.25 per hour	$.25–$.30 per hour	60	60	Increase, 22%.
Labourers	$1.00–$1.80 per day	$1.30–$1.60 per day	60	60	Increase, 26%.
Carriage & Waggon Establishments:					
Blacksmiths	$ 9.50 per week	$10.50–$15 per week	60	60	Increase. 50%.
Blacksmiths' helpers	$ 6.00 per week	$ 8.00 per week	60	60	Increase, 33%.
Blacksmiths' finishers	$ 7.50 per week	$10.00 per week	60	60	Increase, 33%.
Body builders	$10.00 per week	$12.50–$15 per week	60	60	Increase, 35%.
Gear Builders	$10.00 per week	$12.50 per week	60	60	Increase, 25%.
Wheelwrights	$ 9.00 per week	$11.00 per week	60	60	Increase, 22%.
Machine hands (wood)	$ 9.00 per week	$10.50 per week	60	60	Increase, 16%.
Shaper hands	$11.00 per week	$15.00 per week	60	60	Increase, 33⅓%.
Sticker hands	$10.00 per week	$12.00 per week	60	60	Increase, 20%.
Painters (general)	$ 7.50 per week	$10–$13 per week	60	60	Increase, 33⅓%.
Stripers	$ 8.50 per week	$11.50–$15 per week	60	60	Increase, 35%.
Varnishers	$ 9.00 per week	$12–$15 per week	60	60	Increase, 33⅓%.
Top builders	$ 9.00 per week	$12.50 per week	60	60	Increase, 38 8-9%.
Trimmers	$ 9.00 per week	$12.50 per week	60	60	Increase, 38 8-9%.
Cushion makers	$ 9.00 per week	$12.50 per week	60	60	Increase, 40%.
Carriage mounters	$ 8.00 per week	$12.50 per week	60	60	Increase, 55%.
Labourers	$ 7.50 per week	$ 9.50 per week	60	60	Increase, 26%.
The Printing and allied Trades:					
Compositors (hand)	$11.00 per week	$14.00 per week	54	48	Increase*, 48%.
Compositors (machine)	.....	$16.00–$21 per week	..	..	Increase, 40%.
Pressmen	$12.50 per week	$15.00 per week	60	54	Increase, 33%.
Bookbinders	$11.00 per week	$14.00 per week	54	54	Increase, 27%.
Lithographers	$13–$20 per week	$18–$28 per week	48	48	Increase, 44%.
Transferers	$12–$16 per week	$18–$28 per week	54	54	Increase, 64%.
Pressmen	$11–$16 per week	$16–$24 per week	54	54	Increase, 55%.
Stonepolishers	$8–$9 per week	$11–$12 per week	54	54	Increase, 35%.
Stereotypers	$12 per week	$15–$21 per week	60	48	Increase, 56¼%.

* The board given to bushmen and river drivers has greatly improved in quality during the past 10 years.

*Taking into account the shortening of hours.

TABLE SHOWING COMPARATIVE WAGES AND HOURS OF LABOUR, OTTAWA, CAN., 1897 AND 1907.—(*Continued.*)

Class.	Wages.		Hours (per week).		Remarks.
	1897.	1907.	1897.	1907.	
The Clothing Trades:					
Journeymen tailors	$7–$12 per week	$12–$18 per week	..	..	Increase, 57%.
Shoe makers and repairers	$7–$10 per week	$9 –$12 per week	60	54	Increase, 50%.
Garment workers:					
On shirts and overalls	$3–$4 per week	$5–$8 per week	..	..	Increase, 85%.
On waists and skirts	$2–$4 per week	$3–$6 per week	..	..	Increase, 50%.
Food and Tobacco Preparation:					
Journeymen Bakers	$7–$10 per week	$10–$13 per week	..	..	Increase, 53%.
Cigar makers	$5–$13 per 1,000	$6–$14 per 1,000	..	..	
Leather Trades:					
Saddlers	$8–$9 per week	$10–$11 per week	66	60	Increase, 23%.
Machine hands (female)	$2–$3 per week	$ 3–$5 per week	66	60	Increase, 60%.
Foremen	$11 per week	$15 per week	66	60	Increase, 36%.
Journeymen Leatherworkers	$ 9 per week	$12 per week	66	60	Increase, 33%.
Storemen	$10 per week	$14 per week	..	..	Increase, 40%
Transport:					
Street Railway Employees:					
1st year	$1.50 per day	$1.75 per day	66	60	Increase, 16%.
2nd year	$1.50 per day	$1.85 per day	66	60	Increase, 23%.
3rd year and over	$1.50 per day	$1.95 per day	66	60	Increase, 30%.
Teamsters	$1.25 per day	$1.50–$1.60 per day	66	60	Increase, 24%.
Expressmen	$1.25 per day	$1.50–$1.60 per day	66	60	Increase, 24%.
Civic Employees:					
Firemen (grade I)	$504 per year	$650 per year	..	..	Increase, 28%.
Policemen	$35–$50 per month	$50–$70 per month	..	..	Increase, 40%.
Street cleaners	$1.00–$1.25 per day	$1.50–$1.80 per day	..	..	Increase, 46%.
Miscellaneous:					
Retail Clerks	$6–$10 per week	$8–$15 per week	..	..	Increase, 44%.
Delivery Employers	$4–$7 per week	$6–$9 per week	..	..	Increase, 36%.
Stenographers	$2–$9 per week	$4–$15 per week	..	..	Increase, 72%.
Restaurant Employees	$2–$4 per week	$3–$6 per week	..	..	Increase, 50%.
Bartenders	$8–$10 per week	$10–$14 per week	..	..	Increase, 33%.
Domestic servants	$8–$10 per month	$12–$15 per month	..	..	Increase, 50%.
Unskilled Labour;	$1.00–$1.10 per day	$1.50–$1.75 per day	..	..	Increase, 54%.

into cost of living), was applied to the statistics, in order that the final return might be as exact as available methods would allow. The method adopted in this connection was by estimating the cost at the two periods of a series of family budgets drawn up to represent the different scales of living prevailing in the service.

Retail Prices, 1897-1907

In connection with the investigation into retail prices, a list was compiled of the commodities entering most prominently into cost of living, including meats, fish, poultry, provisions, groceries fruits, dry-goods, clothing, furs, leather goods, furniture, house furnishings, hardware, woodenware, crockery, fuel, lighting, stationery, drugs, jewellery and other classes of goods. The list though not minute was regarded as thoroughly representative of average consumption. Comparative retail quotations at the two dates named were obtained for each of these commodities and the result set forth in an extended tabular statement. The table contains in all comparative quotations for 364 commodities, the actual number of quotations given being 363. On the whole, a marked increase is shown to have gone into effect, no less than 578 of the quotations showing an increase, while 75 denote that no change has taken place, and only 10 that a reduction has been made. The most marked increases shown are under the headings of meats, fish, dairy products, groceries and provisions. Dry-goods and clothing, including footwear, house furnishings, furniture, kitchen utensils, crockery and glassware, show less pronounced advances. Furs show a very marked advance; hardware, metals, paints, etc., were strongly upward during the decade. Leather goods books and stationery, druggists' supplies and tobaccos show advances. The most important decline is in gas and electric lighting, the former being 25 per cent and the latter 52 per cent lower at Ottawa, in 1907 than in 1897. Canadian coal-oil, however, has advanced 25 per cent, coal 11 per cent and wood about 30 per cent in the decade.

Rentals.

An increase ranging from 25 to 36 per cent is shown in rentals the information on which these conclusions are based having been obtained from real estate agents, and from members of the Civil Service who have been householders throughout the decade. In certain quarters of the city the advance has been as high as 50 per cent, though in the chief workingman's quarter the rate of advance was only 12 per cent. As explaining the increase in rentals, a review of real estate and building prices during the past ten years is given the former being shown to have advanced about 20 per cent and the latter 45 per cent, while taxation, as a result of the general increase in assessments, advanced 29 per cent. The rate for board and lodging shows a corresponding advance.

Wages.

Labour, considered as a commodity being one of the most important that enters in the cost of living, extensive statistics were collected with regard to tendencies in wages and hours at Ottawa, Ont., during the past ten years. These were embodied in the accompanying table from which it will be seen that the advances range from 20 to 100 per cent, those in the most important classes ranging from 25 to 50 per cent. Domestic servants were stated to receive 50 per cent more in 1907 than in 1897, the rapidly increasing wage paid to female workers in mica picking, garment making, match and other factories having depleted the market of almost all available labour.

The memorandum deals also with the fees charged for professional services, by physicians, dentists, hospitals, nurses, etc., and with the cost of education in the decade. In each of these departments a considerable advance is indicated

Interest.

The tendency of interest during the quarter of the nineteenth century was steadily downward. Since the beginning of the present century, however, not only has this movement been arres-

ted but a decided impetus has been given in the opposite direction, with the result that the general rate is higher to-day than at any time since 1894. Private loans for small amounts on first-class mortgage securities, such as would be negotiated by those building or purchasing homes at Ottawa, is about one half per cent higher than in 1900. An advance in fire and life insurance rates during the decade is also shown.

Comparative Budgets.

Though the general tendency of cost of living is shown by the statistics quoted to have been upward to a marked degree, the test of three representative budgets was applied in order to obtain not only some definite measure of the advance as a whole but degree to which the conditions have been felt by persons of differing incomes. The following weekly budget of necessaries is quoted in the memorandum as showing the extent to which the advance has been felt by a family of five on an income of about $750 per annum, spending in the neighbourhood of $10 per week for food, light, fuel and rent:

AVERAGE WEEKLY EXPENDITURES ON STAPLE FOODS, FUEL, LIGHTING AND RENTALS BY A FAMILY OF FIVE; INCOME $750 PER YEAR; 1897—1907.

Commodity.	Quantity.	Price, 1897.	Price, 1907.
Meats,			
Beef,			
Sirloin steak	2 lbs.	.25	.36
Chuck roast	2 "	.20	.30
Boiling beef	3 lb	.15	.24
Mutton,			
Forequarter	2 lb	.15	.25
Pork,			
Fresh	1 "	10	.14
Salmon (tinned)	1 tin	.13	.17
Fresh fish	1 lb	.10	.15
Bacon	1 "	.14	.20
Lard	2 lb	.20	.30
Eggs,*			
Fresh	1 doz.	.20	.30
Packed	1 "	.15	.22
Milk	6 qts.	.30	.36
Butter,			
Creamery	1 lbs.	.22	.28
Dairy	2 "	.40	.52
Bread	12 loaves	.60	.84
Cheese	1 lb	.13	.18
Flour,			
Pastry	2 " s	4.5	.06
Strong bakers'	6 "	.126	.13.8
Rolled oats	6 "	.18	.21
Rice	3 "	.30	.37.5
Sugar,			
Granulated	4 "	.18	.20
Yellow	2 "	.08	.09
Tea,			
Black	¼ "	.10	.10
Green	¼ "	.08	.10
Coffee	¼ "	.09	.10
Potatoes	2 pecks	.16	.30
Wood	¼ cord	.70	1.00
Coal	1-8 ton	.80	.90
Coil oil	1 gal.	.30	.30
Rent	per week	2.50	3.50
Total		$9.06	$12.17

*At average prices the year round.

*The commodities and quantities included in this budget are a modification of those employed in similar calculations by the United States Department of Labour as applied to the working classes.

The advance in cost of living during the past decade, according to this calculation, has been approximately 34 per cent. In the case of families whose living expenses approximate $2,000 per year or upward, the advance is similarly shown in the memorandum to have been 28 per cent, and in the case of families living on $1,200 per year, 30 per cent.

Other Evidence.

As corroborating these findings, reference is made to other investigations of similar nature conducted at different points in Canada within the past two years, and to statistics published by the Department of Labour, Canada, relating to increases in wages as based upon the advancing cost of living within the last five years. A special inquiry with regard to salaries paid by the 22 chartered banks of Canada showed that the percentages of increases in bank clerks salaries during the past ten years ranged from 10 to 100 per cent(not including bonuses and special allowances) based upon estimated increases in cost of living ranging from 10 to 20 per cent in small towns and from 20 to 45 per cent in large cities. A description of price tendencies in the United States, as revealed by the index numbers of Dun and Company and of the Department of Labour, Washington, is added. The increase in wholesale prices during the past ten years according to Dun and Company, has amounted to 34 per cent, while the Department of Labour's returns up to 1905 show an increase of 29%. The advance in retail prices in the United States between 1897 and 1905 is shown by the United States Department of Labour to have been 27 per cent.

In conclusion, the following statement is made in the memorandum with regard to the immediate outlook.

> Extraordinary as the present conditions are, there is no sign on the industrial or economic horizon that portends a change. The great prosperity in which the whole country is rejoicing shows not the slightest indication of abatement. As a matter of fact, what signs there are point uniformly to continued industrial and trade expansion, the only embarrassment that threatens being a lack of facilities—those of transportation, in particular—to reap the splendid harvest to the full. Prices, therefore, may be expected not only to remain high, but to show still further advances. In several important items in the table, wholesale prices are mentioned as having shown an advance to which retail prices have not as yet responded. This is full of significance, founded as the wholesale advances are on sound economic conditions. "With regard to price movements," says the Toronto Globe of June 21, 1907, "it is probable that all of the influences which have tended to keep prices to retailers down will vanish with this summer's trade.....There will be no way to escape higher prices throughout the whole textile trade." Of significance, too, in this connection, are the liberal advances in the wages of labour which have been so characteristic a feature of the present spring season, and which include in a large number of recent agreements specific provisions for still further increases in 1908. The printers of Toronto and Montreal during May obtained a sliding scale of advances covering a period of five years.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF JULY.

ONE application for the establishment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, was received at the Department during the month of July, viz:

On behalf of the employees of the Cumberland Railway & Coal Company of Springhill, N.S., from Pioneer Lodge No. 1, P.W.A. (This is a second application from Pioneer Lodge No. 1, and entirely distinct from that which has been previously referred to.)

During the month the Department also received two applications for the establishment of committees of conciliation, mediation and investigation under the provisions relating to railway disputes in the Act respecting conciliation and labour (Chap. 96 R.S.C. 1906), and in accordance with section 5 of the Industrlal Disputes Investigation Act, 1907.

Boards previously appointed.

Ten applications for the establishment of Boards of Conciliation and Investigation had been received prior to the beginning of July, of which there remained not finally disposed of at the end of June the following viz: the application on behalf of the employees of Cumberland Railway

and Coal Company, Limited, of Springhill, N.S., from Pioneer Lodge, P.W.A.; the application on behalf of the Grand Trunk Railway Company of Canada, with reference to a dispute with the locomotive engineers employed upon its system; and the application on behalf of the W. A. Marsh Company, Ltd., Boot and Shoe Manufacturers, Quebec, with respect to a dispute with certain of its employees. With regard to the first named of these, the application on behalf of the employees of the Cumberland Railway and Coal Company, Limited, the findings of the Board were received during the month and will be found below. In the case of the application on behalf of the Grand Trunk Railway Company in connection with the dispute between the Company and its locomotive engineers a Board was duly established during the month and proceeded with the investigation of the dispute. In the case of the application on behalf of the W. A. Marsh Company, Ltd., with reference to a dispute with certain of its employees, no proceedings have resulted; the application was made under section 63 of the Industrial Disputes Investigation Act, 1907 and the industry affected not bing a public utility or mining property, the consent of both parties was necessary to the establishment of a Board; this condition not being complied with, no Board was established.

A summary of such proceedings as occurred durng the month of July in connection with the various application is contained in the present article:

I.—FINDINGS OF BOARD ESTABLISHED IN CONNECTION WITH DISPUTES AT SPRINGHILL, N.S.

THE Board of Conciliation and Investigation established in connection with the dispute between the Cumberland Railway and Coal Company and its employees on an application from Pioneer Lodge No. 1, Provincial Workmen's Association, and which commenced during the month of May an investigation of the disputes which had been referred to it, as reported in the *Labour Gazette* for June, concluded its labours during the month of July and duly reported under date of July 5 to the Minister of Labour. The Board, it will be remembered, was composed of the Honourable Mr. Justice Graham, of the Supreme Court of Nova Scotia, Chairman, Mr. P. S. Archibald, Moncton, N.B., nominated by the employers conserned in the dispute, and Mr. R. B. Murray, Springhill, N.S., nominated by the employees concerned. The subjects of dispute were of a technical character, and related to the terms of payment respectively for "level crossing work" and "local stone in pillar work". In the case of the "level crossing work" the findings of the Board were in favour of the contentions of the men, and in the case of the "local stone in pillar work" the findings were opposed to the contention of the men. Mr. R. B. Murray, th member of the Board nominated b the men submitted a minority repor favouring the contentions of the men o both points.

Copies of the report of the Board an of the minority report were duly forwa ded by the Department to the partie to the dispute, and a letter was receive on behalf of the employees concerne under date of July 18, stating that the declined to accept the finding of th Board in the case of "stone in pillars Subsequently the Department was in formed that at a meeting of Pione Lodge No. 1, P.W.A. the men had passe a resolution declaring themselves fr to strike after August 1st, as a result their non-acceptance of the findings of th Board, with respect to "stone in pillars Meanwhile an application had been r ceived by the Department from Pione Lodge No. 1, for the establishment of second Board of Conciliation and I vestigation with a view to the sett ment of further disputes between t Cumberland Railway and Coal Compa and its employees. The second Boa was duly established by the Minister a

roceeded to an investigation of the dis-utes concerned on Wednesday July 31 t Springhill, N.S.,

The findings of the first Board together ith the minority report of Mr R. B. lurray and the covering letter of the hairman of the Board are as follows:

Chairman's Covering Letter.

HALIFAX, July 5, 1907.

r,—

I now have the honor to forward the report of the ajority of the Board of Conciliation and Investigation, ppointed in the matter of the Cumberland Railway and oal Company and its employees. Mr. Murray, the ember of the Board nominated by the employees, is rwarding a minority report.

I very much regret that there should have been a fference of opinion on the Board.

I have the honour to be

Your obedient servant,

(Sgd.) WALLACE GRAHAM.

ie Honourrble Rodolphe Lemieux,
Minister of Labour,
Ottowa.

Findings of the Board.

the Matter of the Industrial Disputes Investigation Act,

And of

ie Cumberland Railway and Coal Company, Limited,

Employer

And

rtain employees of the said Cumberland Railway and Coal Company, Limited,

Employees.

Report of Board of Conciliation and Investigation in e above matter.

The Board composed of R. B. Murray, and Peter S. chibald, Esquires, and Mr. Justice Graham, Chairman, rsuant to notice given by the Chairman to the parties erested, met on the 23rd day of May, 1907, at ten clock, at a Public Hall in Springhill, the locality of the pute between the above parties, and having taken the pper oath of office, proceeded with the Reference.

The Chairman spent an hour endeavouring to ascer-n if the dispute could not be arranged without an restigation, discussing the matter with the representa-es of the employees; also with the solicitor of the mpany.

The Representatives of the Employees had not been rusted by the Pioneer Lodge No. 1, of which the em-oyees are members, with power to arrange the dispute, d were only prepared to proceed with an investigation witnesses.

After opening proceedings, formal announcement was de that if the parties could settle their dispute without rmal investigation, that course would be open at any me, and Section 22 of the Act was explained. The tention of the parties was called to Section 62 of the t, enabling them to arbitrate the dispute before the ard, but the offer was not accepted.

The Employees were represented by three employees o conducted the case very well, and evidently with a eful brief of the evidence of each witness. The Com-ny was also represented by three laymen, members of staff.

The Chairman regrets that in a case of disputed fact there was little cross-examination, practically none on the part of the Company, and therefore, possibly, all the facts are not before the Board. The employees had no solicitor, and they objected under the Act to the Company's solicitor taking part.

The Board sat until after 6 o'clock p. m., saving a short intermission at noon, and of an hour in the afternoon to suit convenience of witnesses. It also sat from ten o'clock of the 24th until after four in the afternoon, with the usual intermission at noon. Twelve witnesses were examined for the Employees and five for the Company. The Board then djourned to meet at Truro, to consider the case and make a report.

The Board met at Truro on the 29th May, and sat from 10 o'clock a.m. to 2 o'clock p.m., with an hour's intermission at noon, and finding it necessary to take further evidence, met at Springhill on the 3rd July, taking evidence on that day from ten o'clock to five o'clock p.m., with an intermission at noon; and on the 4th July from 9 o'clock a.m., deliberating and preparing a report.

The two matters in dispute are disclosed in the application or complaint of the Employees, and the statement in reply on the part of the Company, forwarded by the Department of Labour and returned herewith, and in the evidence, but it is proposed to deal with them more specifically.

1. In respect to the claim for additional compensation for the work of six men in chute 14 in the 2,600 feet level crossing through an abandoned and fallen-in counter level, it has been proved that the work was difficult and dangerous, involving loss of time in avoiding falling stones; also, that it was of larger area than usual and required more propping up.

It was exceptional, and the amount allowed by Mr. McSaveny, the underground manager, was not sufficient. The Board recommends that it be increased by an additional allowance of seventy-two $\frac{50}{100}$ dollars. Possibly this total will exceed what the work would have cost if there had been a special contract. The men, perhaps, acted as if they were to be remunerated by the time it took, and the management were acting on the theory that it was to be remunerated for by measurement and an additional allowance, and they probably supervised accordingly. This is not to be treated as a precedent for the mode of making up compensation for such work.

It was really a matter for a special contract, the case being exceptional, as the men prove. As to the dispute, it is probable that Hargreaves and McSaveny were right (they certainly were legally right) in taking off the job they were at Hall and Heron (unless a mistake was made in identity) on the complaint of Morris, made both to Hargreaves and McSaveny; also, that the former two were responsible for the slow progress of the work, and probably the Committee erred in requiring them to be reinstated. Of course, the committee may have taken more time to investigate the complaint than Hargreaves or McSaveny reasonably could be expected to take. McSaveny swears that "it took two men four hours to carry up five pieces of timber a distance of 90 feet," and he more than once complained to the men of the work.

Then, probably, Hargreaves, in re-instating the men at the instance of the committee, but warning them that they would have to "make up," (that is no special rate) erred in judgment. But he may have thought it wiser to yield to that extent. And the men and the Committee, when warned that they would be going on with the work without any "make up," probably erred in expecting that they had the right to go on with the work, even of crossing the counter level, as if there had been a special contract, or that they were to be paid by the day. But the committee now comes forward (at least, Mr. Hodge does) and says that they understood Mr. Hargreaves' warning only to extend to the work on the counter level. So they understood it. But the fact is, both sides ought to have sought to have made a special contract instead of each proceeding at his will.

In the end Mr. McSaveny allowed them the rate for stonehead, $1.00 per foot, and added fifty per cent. for the exceptional character of the work, but probably he did not add enough for this exceptional work.

Objection was raised that less than ten employees were interested in this claim for compensation for the six men. But the dispute seems to be larger than, the question of the compensation. Whether it comes under the Act or not, no doubt the Company will accept the recommendation of the Board.

To sum up, the six men ought to be paid the sum hereinbefore indicated, and it is so recommended.

LOCAL STONE.

On the 19th day of August, 1890, an agreement was made by one H. Swift, representing the Cumberland Railway and Coal Company, Limited, and by one A. D. Ferguson, representing the Employees, members of the Pioneer Lodge, by which it was agreed among other things as follows:—

"It is agreed that in close places the price for all stone will be at the rate of five cents per inch." This item of the agreement does not present any controversy. But this one does: "It is agreed in the matter of pillar stone, that when and as long as stone exceeds four inches in one, two and two, or three and one plies, it will be paid for at the rate of four cents per inch. This to be put on the box price." It is clear that there are difficulties about making up the compensation if not in measuring the stone. Mr. Mathews has illustrated the difficulties by diagrams which he explained and showed how disputes would arise in this mode of computing the allowance for stone.

It appears that after this system of making up the compensation for stone had been tried for some time, it was abandoned owing to the difficulties mentioned, but the principle of the agreement itself was not abandoned. Instead of making up by measurement by inches the compensation to be allowed for stone, and adding that to the price per box for mining the coal, there was adopted what may be called a flat rate, namely, an allowance of two cents per box for handling the stone. Eight inches of stone was taken as the average width of the stratum and in pillar work, that quantity at the rate of four cents would amount to two cents a box. The calculation is given in the evidence of Mathews, and is not disputed. Two cents was added to the usual price per box. Mathews has sworn to that arrangement being made with a committee, and it is not denied. That system has continued for years, and in pillar work the stone was not measured.

It has its disadvantages also. If the stone was exactly uniform, or if mining could be carried on so that every employee had to handle a proportionate amount of the stone, no doubt all would be satisfied. There is another difficulty; the rate per box for mining the coal (irrespective of this question of stone) sometimes varies. The employees, owing to the thickness of the seam, may make btter wages, and then the management may cut down the rate. If it is the other way, or if the coal becomes harder to mine, the employees may demand a higher rate. In consequence of this variance there is likely to be confusion on the part of the employees as to whether the two cents per box for stone is really included in the prevailing rate per box.

So far as can be discovered in the past, the two cents has been added to or included in the price.

When the employees won this agreement, only after a great strike, it can hardly be imagined that they have handled the stone without compensation. They are very properly too watchful of their rights for that to happen. That there was stone met with appears from the evidence, particularly that of Mathews, and from the Schedules from the Company's books.

The Schedules 1 to 7, inclusive, from the books of the Company annexed to the evidence of Wm. D. Mathew show that in close or narrow work (which amounts to from 20 per cent. to 25 per cent. of the whole seam) stone has been extracted at different periods by the men between 1891 and the present time. Also, that it has been extracted in different parts of the mine, as shown in the Schedules, namely:—

800 and 1,300 ft. levels East and West No. 3 slope, 1891-1900 ft. level, East and West, No. 1 Slope, different months in 1892 and 1893.

1,300 ft. and 1,900 ft. levels East and West, No. 3 slope, months in 1892 and 1893.

800 and 1,300 ft. lifts, East and West, No. 3 slope, 1893 Nos. 1 and 2 balance west 1,900 ft. level. No. 3 slope, 2,600 ft. level, No. 3 slope, different months in 1904, 800 and 1,300 ft. lifts No. 3 slope, throughout 1894. 2,600 ft. level top seam, east No. 3 slope, throughout 1904.

3.200 ft. level East, under seam, throughout 1904.

2,400 ft. level west main seam No 2 slope, certain months in 1901, also in December, 1900.

The stone in close work is measured and paid for by the inch. Thus a record of it is kept.

Mathews in his evidence says:—

"From plans and books the position of the men can be located, so that from the measurements made of local stone in narrow work, it can be ascertained what the thickness of the stone was in the pillar work.

Later, he says:

"Q. Wherever in these Schedules there is an allowance for stone in close work, the same area of stone would be shown in the pillars adjoining, of corresponding thickness?

A. Yes.

Q. So that given a place on the plan where there was a certain measurement allowed of stone in close work, you can tell what stone should be allowed for in any pillar work adjoining?

A. Yes, sir. Sometimes, of course, the measurements vary.

Q. So that you have given in your schedules here—I find 4 inches to 6 inches of stone—finding those in your schedules, you get those from the measurements that were made of the stone in close work?

A. Yes.

Q. We can depend on those as being derived from stone in close work?

A. Yes."

Schedules A, B, C and D, and subsequent schedules in Exhibit 32, tend to show that large quantities of stone were extracted in pillar work, giving the thickness of the stone and the rate of wages earned by different men who did the work.

It is further proved in the evidence that during this period no stone in pillars was measured and paid for in that way.

The inference is very strong, almost irresistible, that the men were being remunerated for the extracting of stone in pillar work by the flat rate of two cents per box, after that arrangement was made. Either that is so, or they were not being remunerated at all, which seems out of the question.

The two cents was always present, but the rate per box for mining the coal may have varied.

The demand proved by Mr. Moffatt to have been made by a Committee in April, 1904, and minuted as follows:

"Stone in pillars be paid for AS FORMERLY four cents per inch, may mean that the employees at that time thought they were not receiving due allowance according to the agreement, or that they were seeking to return to the measurement of stone in pillars by inches and ascertaining the compensation in that way, rather than by taking the average of eight inches and allowing two cents a box. But, whatever it meant, the evidence does not show that the rate of two cents included was ever departed from. And it appears to have been acquiesced in afterwards. This is to be inferred also from the book of rates compiled by Mr. Moffatt. See page 5 relating to the Company. While he gives a special rate for stone in close work, he gives none by measurement for stone in pillar work, showing that his rate of 29 to 43 cents per box includes the allowance of

two cents per box for stone. No one knew better than Mr. Moffatt about the agreement of 19th August, 1890, as to the allowance for stone in pillars. But in compiling his work, he appears to have taken it for granted that this item had become merged in the rate for mining which he gave.

The statement of Mr. Hargreaves, which is relied on to account for there being no entries in the Company's books of payment of stone by measurement, namely, that the men had contracts, really supports the view that the RATE for mining the coal included an allowance for stone. When the rate was fixed, as it was by arrangement, with the men, the two cents per box was taken for granted.

He says:

"Q. Did you ignore altogether this agreement? (i.e., the agreement of August 19th, 1890.)

A. There was no agreement mentioned in the 1300 chutes—the chutes were taken by contract, and each set of men that took the contract appointed their own men.

Q. Was the whole of it in contract?

A. A good deal."

The Company, in its reply to the claim, in respect to local stone, set up a second answer additional to that just dealt with, viz., That there was a special agreement which would prevent the demand for a further increase for stone. It is as follows:

"2. The Company says that the present application for the payment of stone in pillar work is in breach of a specific agreement made between the management and the men. An agreement was made some two years ago that thirty-eight cents per box was to be paid for pillar work above the 2600 feet level all the way out from about No. 35 chute to the bottom. This agreement ought to be maintained until all pillars are drawn on this level.

A similar agreement was made for pillar work on the 3200 feet level from No. 9 chute to the bottom, of thirty-six cents per box. When these rates were fixed, allowance on the price per box was made for stone in pillar."

Unfortunately, in respect to this answer there is a conflict in the testimony.

First, in respect to the 2600 ft. level.

The rate per box for pillar work had been 36 cents.

For chute No. 35 there was a demand of an increase of four cents per box. This led the management to stop the work in that chute. Thereupon a committee met with the management, and a special agreement about which the dispute exists was attempted to be made. Thirty-eight cents was agreed upon, not only for chute 35, the management contends, but from chute 35 out to the slope or bottom, and certainly that was discussed. The employees contend that the agreement was concluded only in respect to chute 35, and that all out to the slope or bottom was to be left open.

In respect to the 3200 ft. level, there is a similar conflict in respect to an oral agreement made between a committee of the employees and the management, viz., whether a rate of thirty-six cents per box applied only to No. 9 chute, and the rest left open as the employees contend, or whether it applied also from No. 9 chute out to the bottom, as the Company contends.

It seems unnecessary to make any decision as to the conflict which exists in the evidence in this matter.

The Company appears to have relied on this matter as supplemental merely to the main answer, and that main answer has been found to be supported by the evidence.

To sum up: The agreement of the 19th August, 1890, providing for compensation in stone in pillars, as modified by the subsequent oral arrangement long acquiesced in, to the effect that the computation of the compensation for stone was to be made by taking an average width of 8 inches, when there was stone exceeding four inches, and allowing a flat rate of two cents a box, has not been violated by the Company, nor has the said modification but the same are being carried out.

The claim and contention of the Employees in respect to the local stone should be rejected.

Inclosed herewith are the evidence, exhibits and plans used in the reference.

Respectfully submitted,

(Sgd.) WALLACE GRAHAM,
Chairman.

(Sgd.) PETER S. ARCHIBALD.

Springhill,
4th July, 1907.

To the Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa.
Springhill, July 18th, 1907.

The Minority Report.

The minority report presented to the Minister of Labour by Mr. R. B. Murray, was as follows:—

HON. RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa.

Sir:—

In the matter of the application of Pioneer Lodge Number 1, P. W. A. for a reference of two disputes, pending between the said Lodge and The Cumberland Railway and Coal Company, to a Board of Conciliation and Investigation under the "Industrial Disputes Investigation Act 1907." The undersigned on the recommendation of the employees, having been appointed a member of such Board, recsptfully submits the following report:—

I.—THE COUNTER LEVEL CASE.

In the opinion of the undersigned, there was sufficient evidence brought before the Board, to show that no contract had been made for this particular piece of work, and the six men interested, on their oaths said, that they were under the impression, having never been given to understand otherwise by any of the officials of the Company, that their rate of pay for work in crossing the counter level would be the same as in the coal below, *i. e.*, $2.00 plus 22 per cent. per day. They were paid at contract price, which the evidence shows, to have netted them $1.01 and 1-3 plus 22 per cent. Bearing in mind the peculiar, unusual and hazardous nature of this work, as disclosed by the evidence of the men interested, together with that of the witnesses Seaman Terris, D. C. Matheson and William Hodge, and in a measure by Underground Manager McSaveney, likewise having in view, the fact of there having been no previous contract, the undersigned is of the opinion that this "dead work" should be paid at the prevailing rate of wage in Springhill for coal cutters, when on shift or dead work, *viz.*: $2.00 plus 22 per cent.

The recommendation is therefore made, that the six men interested, be allowed and have paid to them in the proportion of the shifts, they respectively worked, the sum of $72.60. This amount, added to what they have already received, would bring their pay for their work at the counter level, up to $2.00 plus 22 per cent. per day, that being the figure the Lodge originally asked on their behalf.

The Company, having made the claim, with respect to the foregoing case, that the Board had no jurisdiction under the Act, to hear it, the undersigned is of the opinion, by Section 21, of the Act, that if the failure, on the part of employer and employees, to effect a settlement in regard to a matter affecting directly only six men, is likely to result in ten or more being either immediately or subsequently affected, the reference of such a dispute would in the opinion of the undersigned, come very properly within the provisions of the Act.

II.—THE LOCAL STONE CASE.

This matter is of far reaching importance, and it is with regret the undersigned cannot place on record the fact that the members of the Board could come to a unanimous decision in regard to it. The evidence given in the case was varied, voluminous and contradictory. One basic fact stands out prominently, that, is, the Fielding agreement, so-called, made between the Company and Pioneer Lodge in August, 1890. In that it was among other things "agreed in the matter of pillar stone, that when, and as long as stone exceeds four inches in one, two and two, or three and one plies, it will be paid for at the rate of 4c. per inch."

It appears that shortly afterwards the Company claimed there was a difficulty in measuring the stone, and then Manager, Mr. Swift, allowed the men working in as what was known as the East slope, an equivalent of 2c. on each box of coal.

It further appears, that after the so-called East slope was practically abandoned, and the hoisting of coal ceased there, the question of payment of stone in pillars has not arisen, until the present, the claim being made on the part of the employees that pillar stone except, perhaps, in a few isolated cases had not been taken out in the existing working levels.

Evidence shows, and it is admitted by both parties to the dispute, that in the pillars on the West side of the 2,600 and 3,200 levels in No. 3 slope some distance in, it has been the practice of the Company to take out only the top lift of the coal, leaving the band of stone which existed in about the middle of the seam there, to remain as a pavement, the lower lift or seam there to remain as a pavement, the lower lift or seam of the coal in the inner pillars of these levels was left in.

Working out towards the bottom of the slope the ower seam above referred to got harder and of a better quality. For this and other reasons the Company ordered the full height of the seam, including the band of stone to be taken out. This stone occurs in all the pillars on the West side of No. 3 slope, in the 2,600, 3,200 and 3,800 lifts, increasing in thickness as it gets to the bottom of the main slope, on the East side of the slope, the stone is of such a height it necessitates the working of the coal in two separate seams.

In brief, the dispute between the parties arose by the employer ordering the full beight of the seam, including the band of stone to be taken out in all the pillars in the 2,600 and 3,200 lifts, from certain districts and for certain, prices, out to the bottom. These districts and prices were in the 2,600 lift, from 35 chute out for 38c. per box, and in the 3,200 lift from No. 9 chute out for 36c. per box, the employer claiming that these prices of 38c. and 36c. respectively from the districts named had been agreed upon by themselves and their employees, and included the taking out of the stone in pillars.

To this contention the employees make a flat contradiction and maintain that the prices of 38c. and 36c. per box on the 2,600 and 3,200 feet lifts were only for certain districts, that is to say, 38c. for the pillars off 35 chute in the 2,600 foot lift, and 36c. for the pillars off 9 chute in the 3,200, and the prices for all the pillars on those lifts, from the chutes named, out to the bottom were to be left an open question. As pillar or local stone had never previously been taken on these levels, the matter was not mentioned, and in the agreement referred to by the Company, where these prices were set, local stone was not considered.

In order to arrive at a fair understanding of this case, two questions have to be asked:

1. Is the Company still liable under the Fielding agreement to pay for local stone in pillar work?

2. Is the Company paying for such local stone?

The first question can very quickly be gotten rid of by the unanimous decision of the Board and the admission of the Company that the Fielding agreement, so-called, is still, in full force and effect. This being so, the inference is natural, that pillar stone shall be paid for on the basis mentioned in such agreement.

With regard to the second question, the evidence seems to indicate two facts:—

(*a*) That for a time and when the stone existed in the pillars in the East slope, under Mr. Swift's management, it was paid for in two ways and at different prices. John Fletcher, one of the Company's witnesses, testifies that he was paid for stone in his pillar by an equivalent of 2c. on each box of coal, he was asked on cross examination about the thickness of the stone in his pillar, and replied, "8 inches." Fletcher said, he afterwards worked in the North slope, but found no stone there, and was only paid for it in the East slope where it existed.

On the other hand the witnesses, D. C. Matheson and Edgar Harrison, on behalf of the Lodge, clearly state, that when they were paid for stone in pillars, the same was first measured, and they then received the equivalent of such measurement, by an allowance of 2½ 2-3c. on the box.

(*b*) During the evidence given on the 23rd of May, by W. D. Matthews, Asst. Manager, in one place he says, "at no time in my recollection, have the men as a body asked for an increase on the price per box, on the ground that local stone was more troublesome than when the price was fixed. Stone was never taken into consideration." Again he says: "Since 1890, when the agreement was made by Mr. Swift and the Lodge, the 1,300 foot level, the 1,900 and the 2,600 foot levels, as well as the 3,200 and the 3,800 foot levels, have been worked, and no allowance for local stone was made in any one of these levels by specific prices on the box or by measurement in pillar work." And further he says, "and in all the discussions since that time (1890) as to price, the question of handling stone in pillar work, has never been mentioned or paid for."

Mr. Hargreaves, the Manager of the Company, in his evidence, states among other things, "In arranging the price for pillar work, stone was never considered."

The Company placed before the Board a large amount of evidence in the nature of schedules, books and statements, and endeavored to establish by such, that payment had always been made on this pillar stone, even in large districts and for long terms, where the same did not exist.

With such a marked variance in the evidence given by the contending parties, and after an earnest consideration of all the facts, the undersigned feels himself justified in doubting the plea put forward by the Company, that the 2c. advance made in 1890 by Mr. Swift in lieu of measurement of stone in pillar work, has been in force and paid all these years, particularly in these large sections of the different mines where no stone existed. It is impossible to conceive that a businesslike, and going corporation like the Company under the management of a man of Mr. Cowans' marked ability, would continue to pay out money year after year in the form of an allowance for stone where it has not existed nor when any payment for such stone was ever asked for of late years by any of the employees.

In view of the foregoing, the undersigned in the spirit of justice is of the opinion the Company is not paying for local stone in pillar work in No. 3 mine, and that the spirit of the Fielding agreement is not being carried out.

The undersigned cannot refrain from reminding both parties to this dispute that the prosperity of the community depends almost wholly on the relations that exist between them, if they will endeavor to agree and work together in harmony, their own interests and the interests of thousands of others dependent on them will be benefitted, but a continuance of the labor struggles which have agitated against Springhill so frequently in the past will tend to destroy stability in the town.

It is the earnest hope of the undersigned that the finding of the Board in the cases which have been investigated will be cheerfully acquiesced in and agreed to by the parties interested.

(Signed) R. B. MURRAY.

Springhill, July 4.

II. DISPUTES BETWEEN GRAND TRUNK RAILWAY COMPANY AND LOCOMOTIVE ENGINEERS REFERRED UNDER THE ACT.

ON June 27 the Department received from Mr. W. D. Robb, Superintendent of Motive Power, Grand Trunk Railway system, an application on behalf of the railway company named for the establishment of a Board of Conciliation and Investigation to which might be referred a dispute between the Company and the locomotive engineers employed upon its system. In the statement accompanying the application, the number of persons affected by the dispute was placed approximately at 1300, "aside altogether from the interest of the public." The alleged dispute related to the rules governing the employment, duties and compensation of the locomotive engineers, and with the application were submitted two schedules, the one, marked "A" representing the conditions in effect with regard to the questions at issue from April 1, 1905 and which were determined upon and approved of by a Board of Arbitrators appointed under an agreement between the parties to the present dispute dated February 24, 1905, the other, marked "B," setting forth the changes and modifications in the said schedule (other than those in respect of which an understanding had been reached) still requested by the locomotive engineers and to which the Company could not see its way to assent. The application proceeded to state that the matters in dispute had been the subject of repeated, in fact almost daily, conferences since April 1, between Mr. W. D. Robb, the applicant on behalf of the Company, and the Committee appointed by the locomotive engineers, as a result of which an understanding had been arrived at regarding some of the points originally in dispute, but notwithstanding these conferences as well as others between Mr. Charles M. Hayes, second Vice-President and general manager of the Company, and Mr. E. H. Fitzhugh, 3rd Vice-President, on the one hand, and the Committe of the Locomotive Engineers on the other, at which the questions still open were discussed, it had not been possible to reach a final and complete understanding and the matters in dispute still remained unadjusted.

The Minister of Labour having after due consideration decided to establish a Board to which the dispute in question might be referred, notified the second party to the dispute to that effect and the Department received on July 10 a statement on behalf of the locomotive engineers in reply to that made by the employing company. With the statement in reply was forwarded a third schedule, marked "C," which it was stated set forth in full the claims and grievances of the locomotive engineers. It was further set forth that the matters stated in the communication to the Department from the Grand Trunk Railway Company to have been settled had been settled only on the understanding on the part of the locomotive engineers that all the items in schedule "B" at the time presented to the Company by the men were accepted as therein set forth. The statement in reply was signed by Messrs. D. Cameron, Chairman; John Battley, Vice-Chairman; and J. S. Johnson, Secretary and Treasurer of the Association comprising the Locomotive Engineers of the Grand Trunk Railway System.

The Grand Trunk Railway Company nominated Mr. Wallace Nesbitt, K.C., Toronto and the Locomotive Engineers nominated Mr. John Cardell, of Calgary, Alta., as members of the Board respectively and these gentlemen having been appointed by the Minister and being unable within the period named in the Act to agree in recommending the name of one who would act as third member and chairman, the Minister of Labour appointed Prof. Adam Shortt, of Kingston, Ont., as such third member.

The Board commenced its investigations at Montreal on Tuesday, July 23, adjourning a day or two later to meet early in the month of August

III. DISPUTE BETWEEN THE INTERCOLONIAL RAILWAY AND FREIGHT HANDLERS AT HALIFAX, REFERRED UNDER THE CONCILIATION AND LABOUR ACT.

AN application for the reference of a dispute between the Intercolonial Railway and freight handlers in its employ at Halifax, N.S., under the provisions relating to railway disputes in the Act respecting Conciliation and Labour (Chap. 96, R.S.C. 1906) was received at the Department on July 10. The applicant was Mr. D. Pottinger, on behalf of the Intercolonial Railway of Canada, and the other party to the dispute was indicated as the Freight Handlers' Union of Halifax. The number of employees stated to be directly interested was 55 besides 150 indirectly; as well as all shippers and receivers of freight at Halifax and the public in general. The question at issue was stated to be the rate of wages and the classification of freight-handlers. In the case of a railway dispute the parties may select to have the dispute inquired into by a committe of Conciliation, Mediation and Investigation, and a Board of Arbitrators under the provisions respecting Railway disputes in the Act respecting Conciliation and Labour, 1906 (the Railway Disputes Act of 1903) or by a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act 1907. In the present instance the parties selected the Conciliation and Labour Act 1906.

A committee of Conciliation, Mediation and Investigation was appointed under the Act, consisting of Mr. Henry Holgate, Montreal, nominated by the Intercolonial Railway; Mr. R. E. Finn, M.P.P., nominated by the Freight-Handlers' Union, and Professor Walter Murray, of Halifax, chosen by the representatives of the parties, and appointed Chairman. The Committee met at Halifax on Saturday July 27 to consider the subject of the dispute and to endeavour to secure a settlement by means of conciliation. On Tuesday, July 30 the Chairman of the committee telegraphed the Minister of Labour to the effect that the committee was unable to effect an amicable settlement by conciliation and that the questions in dispute should be referred to a Board of arbitrators to be appointed under the Act as the members of the existing committee were acceptable as a Board of arbitrators. The parties to the dispute having respectively informed the Department of their willingness to accept the members of the Committee as such Board, the Minister duly established the Board on the same day, and the Board proceeded immediately by taking evidence under oath to enquire into the dispute that had been brought before it. The sessions of the Board had only commenced at the end of the month.

IV. FURTHER REFERENCE UNDER THE ACT BY PIONEER LODGE NO. 1, P.W.A.

ON July 12, the Department received from Thomas Blenkhorn, Past Master Workman, and William Watkins, Secretary, Pioneer Lodge, No. 1, Provincial Workmen's Association, on behalf of the employees of the Cumberland Railway and Coal Company of Springhill, N.S., an application for the establishment of a Board of Conciliation and Investigation to which might be referred under the Act two existing disputes between the parties indicated. The application in question was distinct from that made in April also by Pioneer Lodge under which a Board was established on May 3, and has made its findings as reported elsewhere in the present issue of the *Labour Gazette*. The present application stated that Pioneer Lodge No. 1, P.W.A., has a membership of over 900 men, all whom are employees of the Cumberland Railway and Coal Company. An approximate estimate of the number of persons likely to be affected by this dispute placed the figures at 1700. The disputes involved are stated

to be as follows,—First—in respect to the price per box to be paid for extracting pillars in No. 3 mine in the section known as the 3800 east side under seam; second, in respect to yardage price to be paid for ribbing in of boards in the section known as the 3200 east side top seam No. 3 mine. Pioneer Lodge No. 1, further asked that there might be referred to the Board for the establishment of which application was now being made any dispute which might arise between the contending parties from the date of application up to and including the date of the sittings of the said Board, "the object of the Lodge in this respect being," stated the appication, "to have a final and satisfactory adjustment of all matters in dispute between it and the said company which may be pending up to the date of the sittings of proposed Board."

The Minister decided to establish a Board in response to the application in question and Messrs. R. B. Murray, of Springhill, N.S., and P. S. Archibald, of Moncton, N.B., were appointed members of the same on the nomination of the employees and the employers respectively. Messrs Murray and Archibald were the gentlemen who, on the recommendation of the disputing parties, had been appointed by the Minister to the Board established on May 3 on the application of Pioneer Lodge No. 1, with reference to a previous dispute between the Cumberland Railway and Coal Company and its employees. These gentlemen having conferred together for several days with a view to agreeing on a third person to recommend to the Minister for third member, found it impossible to arrive at an agreement on the subject and notified the Minister accordingly. The Minister thereupon appointed His Honour Judge Patterson of New Glasgow, N.S., to the position of third member and the Board began its investigation into the dispute on Wednesday July 31, under the chairmanship of Judge Patterson.

DISPUTE AT THE COBALT SILVER MINES.

THE most important industrial dispute of the month was that which occurred at the Cobalt Silver Mines. The main facts regarding this dispute are as follows:

The Cobalt Miners Union was organized on March 24, 1906, and is Number 146 of the Western Federation of Miners, Mining Department of the Industrial Workers of the World. The mine owners are not a formally organized body at all, but meet occasionally to discuss their mutual interests, and have as yet no permanent organization, and no elected Chairman or president. It appears that until about the end of June last the various mines in the camp had been working under a variety of schedules, and not under a schedule common to the whole camp, or to a majority of mines in the camp. The Nipissing mine, by much the largest property in the camp, employing about 375 men, is said by its manager, Mr. Drummond, and by other mine managers of the district to have been paying about the average wages of the district. A disagreement having occurred towards the end of June between the management of the Nipissing mine and its employees a strike on this property was declared by the union.

A general meeting of the mine managers was then called to consider the situation generally. At this gathering an effort was made to arrange a schedule common to the whole camp, on the ground that a large number of varying schedules had the effect of preventing labour from remaining attached to parcular properties. A schedule was accordingly agreed on by about 30 of the mining properties, and on Saturday July 6, the new schedule was posted to take effect July 8. A number of properties in the district, however, refused to accept this schedule, and decided to work independently as before. The new schedule represented a considerable increase in the pay roll of the camp, and in the case of a number of mines meant an all round

increase in the wages paid for various classes of labour. In other cases the wage list remained practically unchanged. In the case of properties, however, which had been previously paying higher wages than the average there was necessarily a reduction to the common schedule. In some properties there were increases and decreases for different classes of labour. The working day under the schedule adopted by this large number of mine owners was ten hours, the same length of day that existed throughout the district before the adoption of this schedule.

A majority of the men employed immediately ceased work at all mines in which the new schedule was posted, and in some others, and followed up this action by preparing a new schedule themselves, which averaged considerably higher than that prepared by the mine owners and placed the hours for underground men at 8. The total number of men employed at the mines was about 3000 and probably three-fourths of the number ceased to work.

The schedules posted respectively by the mine owners and the mining Union were as follows:—

MINE OWNERS' SCHEDULE.

SURFACE.

Surface Boss	$ 3.25	per day.
Carpenters	3.25	"
" helpers	2.50	"
Mechanics	3.25	"
Pipe-Fitters	3.00	"
Head Blacksmith	3.75	"
Blacksmiths	3.25	"
" helpers	2.50	"
Engineers	.30	per hour.
Firemen	.25	"
Head Ore-sorter (one only at each shaft or ore house)	2.75	per day.
Ore-sorters or cobbers	2.50	"
Hand-miners	2.75	"
Teamsters	2.50	"
Hoist-men	2.75	"
Cage or Bucket-tenders	2.25	"
Other surface labor	2.25	"

UNDERGROUND.

Timbermen	$ 3.25	per day.
Machine men	3.25	"
" helpers	2.75	"
Cage or Bucket-tenders	2.50	"
Other underground labor	2.50	"

Board will be charged at the rate of $4.20 per week, or 60c. for every day.

Working days shall consist of 10-hour shifts, except on Saturday, when the total time shall be 16 hours, 9-hour day shift, and 7-hour night shift.

25c. extra per day to be paid machine-men and machine-helpers sinking in a wet shaft.

The following was the wage scale adopted by Cobalt miners' Union No. 146, for all miners in the district from July 8:—

Carpenters	$ 3.75	per day.
Carpenters helpers	2.75	"
Mechanics	3.75	"
Pipe fitters	3.25	"
Blacksmiths	3.75	"
" helpers	3.00	"
Engineers, per hour	.35	
Firemen, per hour	.30	
Ore sorters	3.00	"
Hammermen	3.00	"
Teamsters	2.75	"
Hoistmen	3.00	"
Cage or Bucketers	3.00	"
Other Labor on Surface	2.75	"

UNDERGROUND.

Timbermen	3.50	"
Machine men	3.25	"
" helpers	3.00	"
Cage or Bucketers	3.00	"
Other underground labor	3.00	"

Miners ask that not more than 65 cents per day be charged for board; miners in shafts 25 cents extra per day; in wet shafts mine owners to furnish oil clothes to men. Surface to work 10 hours, and all underground work to be 8 hours.

Inquiry by Department of Labour.

On July 9, Mr. F. A. Acland, the Secretary of the Department of Labour visited Cobalt with a view to inquiring into the nature and causes of the difficulty and also to explain to the parties concerned the bearing on the dispute of the Industrial Disputes Investigation Act and to lend the good offices of this Department if the same were desired towards promoting a settlement.

On Mr. Acland's arrival in the camp he found that negotiations looking to a settlement had been already started by Mr. W. Verner, a citizen at Cobalt, in which he was invited by both parties to participate. The negotiations extended throughout Friday, July 12 and Saturday, July 13, and resulted in a modification of the schedule proclaimed by the Union, both as to hours and wages, while a resolution was passed by the Union a copy of which was placed before the representatives of the mine owners declaring that its members did not desire a formal recognition of the Union by the employing companies. The negotiations at which Mr. Acland was present and assisted throughout, were of a most

aiicable and conciliatory character, and aorded strong grounds for hope that a stlement would be effected. The sug-gsted compromise was not, however, aceptable to the general body of the rpresentatives of the mining companies wo passed a resolution deciding to ad-hre unreservedly to the schedule posted t take effect July 8.

Modified Wage Schedule of Men.

The wage schedule of the men in its rdified form was as follows, and was dfinitely substituted for that first pro-rulgated by the Union.—

Cpenters	$3.50	per day.
Ilpers	2.75	"
Mchanics	3.50	"
Pe Fitters	3.00	"
Locksmiths	3.50	"
" helpers	2.75	"
Egineers	3.25	" 9-hours.
Egineers	.32½	per hour overtime.
Iemen	2.75	" 9-hour day.
Iemen	27½	per hour overtime.
Ce sorters	2.75	per day.
Emmermen	3.00	"
Tamsters	2.75	"
Eistmen	2.75	" 9-hour day
Eistmen	.27½	per hour overtime.
Cge or bucketers	2.75	per day.
Cher labor on surface	2.50	"

UNDERGROUND.

Tnbermen	3.50	per day, 9-hours.
Mchine men	3.50	"
" helpers	3.00	"
Cge or bucketers	2.75	"
Cher underground labor	2.75	"

Miners ask that not more than 60 cents per day be arged for board; miners in shafts 25 cents extra per ay; in wet shafts mine owners to furnish oil clothes to yn. Surface to work 9 hours, and all underground vrk to be 9 hours

Some Companies had however, refrained om signing the agreement to adhere to ie schedule posted by the represen-tatives of the mining companies, and arly in the week following Mr. Acland ceived information that several of the mpanies which had signed the agree-ient were reconsidering their position. nder the circumstances he adressed letter to the chairman of the committee epresenting the mining companies rging that a meeting should be called consider the question of modifying ie wage schedule proclaimed by them nd offering, in the event of such modi-cation being effected, to call a public heeting and to endeavour to secure the acceptance thereat of the schedule thus modified. The representatives of the mine owners met on Wednesday, July 17, and considered this proposition, but decided after an all-day session that any alteration in the wage schedule "increasing the cost of production would be unfair and would be injurious to the best interest of the camp," and formally notified Mr. Acland to that effect in a letter bearing date of July 18.

During his stay in Cobalt, Mr. Acland was given opportunities of explaining to both parties to the dispute the nature of "The Industrial Disputes Investigation Act 1907," he addressed the representatives of the mining companies at the Coniagas mine by invitation on July 11, and the members of the Cobalt Miners' Union at the Cobalt Opera House by invitation on July 13. The Act on the whole was but little known and he found a sentiment widely prevailing that had it been better understood prior to the strike the dispute might have been settled to advantage by means of its machinery. Representatives of the mine owners admitted freely that they had erred, though unconsciously, in posting the new schedule to take effect immediately and without giving the thirty days' notice required under section 57 of the Act. Both sides, however, expected the strike to be of short duration and took the ground that in view of this probability and the fact that the dispute did not menace any public interest, it was not expedient at the time to apply for the establishment of a Board of Conciliation and Investigation to which the dispute might be referred. Mr. Acland discussed the situation on many occasions also with individuals and groups on either side of the dispute and did all that appeared to him to be possible under the circumstances in promoting better relations.

The strike was conducted with absolute orderliness, and the view that it would not prove of long continuance seemed to be borne out by the statements of the managers at the time Mr. Acland was in Cobalt as to to the considerable number of men working in many of the properties and as to the number of men reported to be coming in daily, as well as by the

statement of the secretary of the Union on July 19 that 12 of the companies had made terms with the men on the basis of the compromise which he was able to assist in securing. In the case of many properties it seemed probable that while no formal settlement might be arranged the dispute would not affect materially the output. It should be added that several hundred men employed at the mines left the district temporarily on the outbreak of the strike so that the number of employed in the camp is not so large as the original proportions of the strike woud seem to indicate.

BRITISH COLUMBIA LEGISLATION AFFECTING LABOUR, 1907.

AT the session of the legislature of British Columbia which assembled on March 7, 1907, and prorogued during April, a number of acts were passed which are of interest from the standpoint of industry and labour.* A review of the more important of these is given in the following article.

Hours of Labour.

One of the most important acts of the session was the "Labour Regulation Act, 1907," which provides that no person may be employed in or about any smelter, sorting, handling or removing smelted ores, slag, or matte in any stage of preparation, for a longer period than eight hours in any twenty-four hours. The latter period, for the purposes of the act, means from midnight to midnight. Employers contravening this section are liable to a penalty not exceeding $100 nor less than $20 for each workman or person employed, while the employee is also liable to a penalty not exceeding $100 nor less than $20.

Early Closing.

By an amendment to the Shops' Regulation Act, the section permitting municipal councils to pass by-laws providing for the closing of shops not earlier than six o'clock in the evening, is extended in the case of the electoral districts of Fernie and Cranbrook so as to permit closing under by-law at five o'clock in the afternoon. Municipalities throughout the province are given the express right to enact by-laws providing for one or more half-holidays in any week

* A copy of the Acts of the Session, in the form in which they received the Royal Assent was received at the Department of Labour, Canada, during July. by courtesy of the King's Printer, Victoria, B. C.

Protection of Children.

Provision is made whereby a community may be erected into a "curfew district" by the Lieutenant-Governor-in-Council, upon a petition signed by at least four-fifths of the inhabitants. After the creation of a district of this character, it is unlawful for a child under 14 years of age to be on the streets or roads of the district, without lawful reason, unless accompanied by a parent or guardian, at any time after nine o'clock in the evening of any day. The maximum penalty is $5.00. Children employed in industrial establishments are exempted from the provisions of the Act.

Mechanics' Liens for Materials.

The Mechanics' Lien Act is amended by the addition of a section providing that no lien may be claimed for materials unless notice in writing of the intention to claim a lien has been given to the owner or his agent at least fifteen days before the completion of the work.

Protection of Timber.

The "Bush Fire Act" was amended in a number of sections. Stationary as well as locomotive engines must in future have in use the most efficient means of preventing the escape of fire, and the owner must see that the same is in perfect order at least once a day. The Lieutenant-Governor-in-Council is authorized to appoint special officers and to frame regulations for the enforcement of the act Persons operating a logging engine between May 1 and October 1 must clear a reasonable space around the engine so as to prevent the spread of fire, and

must keep a reasonable quantity of water at all times near the engine for extinguishing an incipient fire.

Trade Licences.

Two acts were passed relating to trade licenses within the province. Under the terms of one of these measures, non-resident commercial travellers are required to obtain licenses in order to sell or take orders for liquors or tobaccos to be imported into the province. The license fee is fixed at $100 for a license of six months and $200 for a license for one year. In the case of commercial travellers representing firms or companies which have a duly appointed agent in the province, through whom orders are received, no license is required. The act passed in 1905 with regard to the taxing of non-resident commercial travellers,* as well as the legislation of 1900, respecting the issuing of licenses for the sale of liquors by commercial travellers, were repealed. Under a section of the "Extra-Municipal Trade License Act," also passed during the session, provision is made for the licensing of billiard rooms, bowling alleys, drug stores, wholesale or retail establishments, livery stables, draymen, pedlers, etc., etc., in portions of the province which are not within the boundaries of the existing municipality.

Taxation.

A number of acts were passed relating to the taxation of industrial and other undertakings. By an amendment of the Assessment Act, a tax of two cents is imposed on each case of salmon packed during the year ending December 31, with an additional tax of one per cent of the total price for which salmon, other than canned salmon, is sold during the year. Returns must be made by the owners of salmon canneries, showing the total number of cases of salmon packed, together with the number or quantity of salmon sold or marketed under any other process than canning, and the price for which the same was sold or marketed. The term "salmon" includes sockeye, red and white spring, humpbacks, dog salmon, cohoes, and steelheads. Provision is also made for the taxation of the other personal property of salmon canneries, such as machinery, stores, goods, etc. Under the same act, amendments were made in the provisions relating to the taxation of banks, insurance companies, mineral and placer claims, stock in trade, etc.

A special act, entitled the "Railway Assessment Act, 1907," was passed requiring railway companies to make annual returns with regard to exemptions, mileage, other real property, land sales, leases, etc. Lands occupied as right-of-way by railways are to be assessed at the sum of $10,000 per mile, not including sidings or switches, which are to be assessed at the rate of $3,000 per mile; all to be taxed as real property. Income, rolling stock and other real property are also to be taxed. The Act does not apply to electric street railways operated within municipalities, or to railways used exclusively for the carriage of logs, ores or coal, or of workmen employeff by the owners of such logs, ores or coal, to and from their place of work provided they are carried free of charge.

By an amendment of the "Municipal Clauses Act," an annual tax not exceeding $2.00 may be imposed in city municipalities on all vehicles (except bicycles, invalid carriages, perambulators and children's vehicles) used in the city. The council may also exempt from the payment of the tax delivery vehicles or vehicles used by farmers.

Notes.

An Act was passed in amendment to the *Coal Mines Act*, relating to prospectors' licenses, appeals, leases, etc.

By an amendment of the *Timber Measurement Act*, 1906, the use of *Doyle's log scale* may be authorized in portions of the province east of the Cascades range.

An Act was passed providing for the endowment of the *University of British Columbia* by a reservation of provincial lands, instructions being added as to the manner in which the revenue therefrom must be applied.

A *Ditches and Water Courses*" Act was

*For a review of this legislation, see the Labour Gazette for May, 1905, p. 1235.

passed applying to all lands requiring drainage, but not affecting other Acts now having the force of law in the Province. Among other lands, those for mining or manufacturing purposes are included in special conditions.

The various provisions of the *Fisheries* Amendment Act, passed in 1902, with regard to the taxation of the output of canneries, were repealed. The provisions passed in 1901 prohibiting the granting of leases or licenses permitting the use of drift nets, fish traps or stationary nets, were also repealed.

By an amendment of the *British Columbia Railway Act*, railway companies are required to supply convenient and proper crossings for persons across whose lands the railway is carried. Live stock when crossing must be in charge of a competent person, and reasonabl care must be taken to avoid accidents.

By an amendment of the "Provincia Elections Act" it was provided that i addition to Chinese, Japanese and In dians, Hindus should not be entitle to have their names placed on a voters list or to vote at any election. Th term Hindu is defined as meaning an native of India not born of Anglo-Saxo parents whether a British subject or no

Among bills which were introduce during the session, but which were nc passed, were an act for the protectio of persons employed in factories, an ac to establish a general eight-hour day, a act to amend the Master and Servan Act, and an act to amend the Workmen Compensation Act.

NEW BRUNSWICK LEGISLATION AFFECTING LABOUR, 1907.

THE fifth session of the fourth legislature of the Province of New Brunswick, which assembled on February 10, 1907, was prorogued during April. Some 52 public and 68 local and private acts were assented to.* A review of such of these measures as are of special interest to industry and labour is given in the following article:—

The Organization of Fishermen's Unions.

Legislation was passed providing for the organization and incorporation of fishermen's unions, or "stations," throughout the province, in connection with a central body. The act is similar in scope and design to that enacted in Nova Scotia in 1905, and had its origin in essentially similar conditions. A special article dealing with these conditions and with the Nova Scotia Act was published in the October, 1905, issue of the *Labour Gazette*, at page 410, and the reader is referred to that issue for a detailed description of the legislation in question. An additional object of the New Brunswick Act is the regulation of any branch of fishing and of the marketing of fish products, not inconsistent with law or well established customs in the industr The property of a fishermen's union Nova Scotia is exempt from all taxatio in New Brunswick it is not exempt fro taxation for school purposes. The o ganization meeting of the Fishermen Union of New Brunswick is to be held St. Andrews on the second Monday January, 1908, provided that at lea five stations shall have been incorporat under the act prior to that date. T delegates to this meeting, or to any su sequent annual meeting of the provinc union are entitled to receive their trav ling expenses out of the funds of t stations they represent. Stations n represented at three annual consecuti meetings of the union are to cease exist as corporations. In the organi tion of the local stations, provision made for the holding of a public meeti of fishermen at which the boundaries the station must be defined. A meeti of this character may be called by a three fishermen by notice published i newspaper in the county in which t station is to be located, and by print notice posted up in at least 20 conspicuo places in the locality. In further matt of detail some enlargement upon terms of the Nova Scotia Act is made.

* Advance proofs of the several acts of the session, in the form in which they became law, were received by the Department of Labour during July, by courtes of the King's Printer of New Brunswick.

(1) Chapter 50.

Workmen's Compensation.

An important amendment was made to the portion of the Workmen's Compensation for Injuries Act which applies to cases where the execution of any work has been carried into effect under a contract. The amendment has special reference to the matter of contributory liability on the part of a fellow-employee of the workman injured. In such cases it is now provided that the person for whom the work is done is liable to pay compensation, as if the workman had been directly employed by him. He is therefore, for the purposes of the act, deemed to be the employer of the workman. Instructions are added in the new act as to the alternative methods of procedure in claiming compensation. Instead of bringing action in the ordinary way, a claimant may proceed summarily by petition to a judge, and the latter may, after reasonable notice, proceed in a summary manner to hear the petition on its merits without regard to technicalities. The judge's decision in such cases is to be final and conclusive, providing the amount of compensationconceded is not greater than is provided for by the act. Orders made by the judge are to have the same force as a judgment of the Supreme Court. In no case may the award more than $25 costs against the petitioner or more than $100 costs against the respondent. (2)

The Housing of Miners.

A special act was passed with the object of improving the housing accommodation of miners engaged in the work of mining coal in proximity to the line of the New Brunswick Coal and Railway Company. The act was suggested by the fact that a considerable area of land suitable for the erection of miners' houses is at present held by the Crown as part of the right of way formerly owned by the railway company in question. Permission is accordingly given in the act to the lieutenant-governor-in-council to make a grant to any mining company, upon conditions in the public interest, of such portions of the above mentioned right of way as may not be required for the purposes of the railway, in order that the same may be used for the erection of houses for the use of miners employed in the locality mentioned. (3)

The Encouragement of Agriculture.

The lieutenant-governor-in-council is authorized by special act to purchase for the province, upon the recommendation of the Commissioner of Agriculture, a number of *horses and sheep* for breeding purposes. the maximum expenditure in this connection to be $25,000, the animals to be resold by the Commissioner of Agriculture under such term and conditions as to their being kept within the province as are determined by the governor-in-council. (4)

The bonds of the *New Bru swick Cold Storage Company*, incorporated for purposes of erecting warehouses at St. John and other central points in the province, may be guaranteed at the rate of four per cent. per annum instead of at three per cent. as originally provided. (5)

By an addition to the *Dairy Industry Act* of 1904, the owners or managers of creameries or cheese factories are authorized to make rules for the regulation of their business. Patrons may be required to subscribe to the rules, which are binding on those who thus subscribe. Butter or cheese factories receiving a bonus from the government, where the milk or cream of 50 or more cows is received, or to which ten or more patrons contribute milk, are required to register their names, addresses and brands of product with the Department of Agriculture, and must put their brands on all products manufactured, shipped or handled. Owners or operators of creameries or cheese factories are required to make an annual return under oath showing the total amount of cream and milk received and the total amount of butter or cheese manufactured. (6)

An expenditure of $800 for necessary

(2) Chapter 26.

(3) Chapter 28.

(4) N. B. stat. 1907, chapter 17.

(5) N. B. stat. 1907, chapter 34.

(6) Chapter 39.

additions to the *dairy school building* at Sussex is authorized. (7)

The Manufacture of Starch.

A special act was passed authorizing the Commissioner for Agriculture to grant assistance towards the erection of starch factories in the province, for the manufacture of starch from potatoes; the assistance to consist of a bonus of five dollars on each ton of the finished product ready for market. No more than $2,000 may be expended for this purpose in any one year. The act is to continue in force for ten years only. (8)

Government Ownership and Regulation of Telephone Systems.

An act was passed authorizing the lieutenant-governor-in-council to expropriate the property and franchises of telephone companies whenever it is deemed in the interest of the people of the province to do so. The method in which the expropriation is to be accomplished is defined. Compensation is to be fixed by agreement, and failing that, by arbitration. The approval of the legislature by resolution is required before proceedings to expropriate are taken.

Telephone companies are required by the act to file with the provincial secretary a statement of receipts, expenditures and tariffs of rates for each fiscal year. Rates are to be subject to the control of the Crown where the legitimate dividends exceed eight per cent. on paid up capital stock. Municipalities, moreover, are given the right to regulate the construction and maintenance of telephone systems within their jurisdiction. Municipalities or corporations having authority to operate and construct a long distance telephone service may apply to the lieutenant-governor-in-council to regulate its connections with rival systems upon such terms as to compensation as may be regarded as just and expedient. The lieutenant-governor-in-council, moreover, may order a company to extend its line and to afford telephone connections to persons desiring such extension, whenever it appears that the extension will yield a reasonable profit. The penalty for refusal on the part of the company is fixed at $500. Further provisions are added regulating the operations of companies in the matter of placing poles, preserving trees, removing debris, caring for standing timber, etc. (9)

Notes.

An act was passed in amendment of the general *Mining Act*, relating to applications for crown lands in the vicinity of coal mines, the issuing of regulations with regard to coal mining by the Surveyor-General, and the imposition of royalties upon coal mining in the counties of Queen's and Sunbury. (10)

The granting of aid to the *International Railway Company* of New Brunswick and to the *Canadian Northern Railway Company* by a guarantee of bonds is authorized by special act. The line to be constructed by the latter company is for the purpose of giving accommodation to the settlers of the St. John River Valley, a work which has long been regarded as a public necessity. The line, as part of a transcontinental system, will also be of benefit to the port of St. John. The railway is to be laid with steel rails of not less than 67 pounds to the yard; all bridges are to be of steel, with substructures of stone and concrete; and strict precautions must be taken by the company against the setting out or spreading of fires along the line. (11)

(7) Chapter 43.
(8) Chapter 25.
(9) Chapter 38.
(10) Chapter 5.
(11) Chapter 23.

THE WORKMEN'S COMPENSATION ACT, GREAT BRITAIN, 1906.

ON July 1, 1907, the Workmen's Compensation Act, passed by the Parliament of the United Kingdom during the session of 1906, went into operation. The act is in many respects the most important legislation affecting labour passed for some time in Great Britain, it being estimated that not less than 6,000,000 additional persons are brought by it within the scope of the law giving compensation for injury by accident. The following brief review of the more important provisions will be of general interest.

Provisions of the Act.

The act repeals the existing acts of 1897 and 1900, and consolidates and amends the law.

The most outstanding new feature of the act is that it is made to apply to practically all workpeople, including seamen, clerks, shopmen, professional footballers and cricketers, organists and domestic servants. The only persons specifically excluded are persons employed otherwise than in manual labour whose remuneration exceeds £250 a year, outworkers, members of a police force, members of the employer's family living in the employer's house, and persons casually employed for some purpose not connected with the employer's trade or business.

The amount payable in case of death or injury is generally the same as fixed by the act of 1897; but the minimum period of incapacity entitling to a weekly payment is reduced from a fortnight to one week, and where the incapacity lasts two weeks or more, the weekly payments are to commence from the date of the injury, instead of, as heretofore, from a fortnight after that date Where an injured workman is under 21 years of age and his earnings are less than 20 shillings per week, compensation may be awarded to him up to a rate of 100 per cent instead of 50 per cent, as previously, of his weekly earnings, provided that the weekly payment is not to exceed 10 shillings.

Another important feature of the new act is its extension so as to include the contracting of certain diseases due to the nature of an employment amongst personal injuries arising out of the employment. The diseases referred to are anthrax, poisoning by lead, mercury, phosphorous or arsenic, and ankylostomiasis, The Home Secretary is moreover given power to extend the provisions of the act to other diseases.

To the list of "dependants" entitled to compensation in case of the death of a workman are added an illegitimate child or grandchild of the deceased, where such child was dependent on his earnings, and the parent or grandparent of the workman where the workman was lllegitimate, and the parent or grandparent was so dependent.

Compensation for Industrial Diseases.

Subsequent to the passing of the act, the Home Secretary, in view of the powers vested in him with regard to the definition of industrial diseases above described, appointed a Departmental Committee to inquire into and report what diseases and injuries, other than injuries caused by accidents, are due to industrial occupations and are distinguishable as such. The report of this committee was recently issued and its recommendations adopted.

The committee was, in the first place, called upon to distinguish between "accidents" and "diseases." The distinction adopted was, broadly speaking, that accidents were "momentary occurrences," while diseases were "gradually contracted." This distinction led to the exclusion of hydrocyanic acid gas poisoning as an "industrial disease," as this form of poisoning is sudden in its onset, and does not appear to be due to gradual poisoning consequent on exposure over a long period.

As the act provides that compensation shall not be given for any incapacitation which lasts less than a week, one or two diseases, as for example, "brass-founders' ague," which are transitory in their effects, and other diseases, like boiler-

makers' deafness, which are chronic, but do not incapacitate the sufferer from continuing at his trade, were excluded.

Great difficulties were presented to the committee by a third restriction of the act to the effect that the disease must be "specific" to a particular trade or occupation. Thus bronchitis, though more prevalent among workmen exposed to the inhalation of dust or noxious fumes, was excluded, as the committee found that there are not sufficient means of differentiating bronchitis so contracted from bronchitis otherwise contracted. The same difficulty was reported in the case of pneumonia contracted by slate workers and by basic slag workers. With regard to "bottle-makers' cataract," the inquiry as to its prevalence is to be further continued. Persons who in the course of their employment contract some widely prevalent disease, as for example, labourers disinfecting a ship which has had small-pox on board, and contracting that disease, are not regarded as coming under the act. Another class of diseases, such as "potters' rot," stonemasons' phthisis," etc., though regarded as industrial diseases, and specific to their several trades, were not scheduled as industrial diseases for the reason that they have a long preliminary period, in which the symptons are undistinguishable from the symptons of other diseases. There might, it was feared, if these diseases were included in the schedule, be a wholesale dismissal of workpeople who show doubtful symptons, though the majority might never suffer seriously from the disease if allowed to continue in their employment.

The diseases or injuries scheduled by the committee as "industrial diseases," with the processes in respect of which such diseases or injuries are to be "deemed to be due to the nature of the employment," are shown in the following table:—

INDUSTRIAL DISEASES UNDER THE WORKMEN'S COMPENSATION ACT, GREAT BRITAIN, 1906.

Description of Disease or Injury.	Description of Process.
1 Poisoning by nitro and amidoderivatives of benzene (dinitro-benzol, anilin and others) or its sequelæ.	Any process involving the use of a nitro-or amido-derivative of benzene or its preparations or compounds.
2 Poisoning by carbon bi-sulphide or its sequelæ.	its preparations or compounds. Any process involving the use of carbon bisulphide, or its preparations or compounds.
3 Poisoning by nitrous fumes or its sequelæ.	Any process in which nitrous fumes are evolved.
4 Poisoning by nickel carbonyl or its sequelæ.	Any process in which nickel carbonyl gas is evolved.
5 Arsenic poisoning or its sequelæ.	Handling of arsenic or its preparations or compounds.
6 Lead poisoning or its sequelæ.	Handling of lead or its preparations or compounds.
7 Poisoning by Gonioma Kamassi (African boxwood) or its sequelæ.	Any process in the manufacture of articles from Goniom Kamassi (African boxwood).
8 Chromic ulceration or its sequelæ.	Any process involving the use of chromic acid or bi-chromate of ammonium, potassium, or sodium, or their preparations.
9 Eczematous ulceration of the skin, produced by dust or caustic or corrosive liquids, or ulceration of the mucous membrane of the nose or mouth produced by dust	
10 Epitheliomatous cancer or ulceration of the skin or of the corneal surface of the eye due to pitch, tar, or tarry compounds.	Handling or use of pitch, tar, or tarry compounds.
11 Scrotal epithelioma (chimeny sweeps' cancer).	Chimney-sweeping.
12 Nystagmus.	Mining.
13 Glanders.	Care of any equine animal suffering from glanders; handling the carcase of such animal.
14 Compressed air illness or its seqnelæ.	Any process carried on in compressed air
15 Subcutaneous cellulitis of the hand (beat hand).	Mining.
16 Subcutaneous cellulitis over the patella (miners' beat knee).	Mining.
17 Acute bursitis over the elbow (miners' beat elbow).	Mining.
18 Inflammation of the synovial lining of the wrist joint and tendon sheaths.	Mining.

The provisions of the act were subsequently extended to cover the diseases and processes mentioned.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR, CANADA—SECOND QUARTER OF 1907.

IN the accompanying statistical table detailed information is presented relating to changes in rates of wages and hours of labour reported to the Department of Labour as having gone into effect during the second quarter of the present calendar year, including the months of April, May and June, 1907.

The changes reported during the quarter, affecting in each case a number of workpeople, were 117 in number. Of these, 104 were of the nature of increases in wages, and 2 were of the nature of decreases in hours. In the remaining 11 cases, the changes involved both an increase in wages and a decrease in hours.

The General Result.

The upward tendency in wages, as shown by the table, has been more pronounced during the present spring season than during the corresponding period of any previous year of which a statistical record has been kept in Canada, with the single exception of 1903. The number of increases taking effect during the second quarter of 1903, was greater than during the similar period of the present year. The number of employees affected, however, by the changes concerning which detailed information was obtained, was greater in the second quarter of 1907, than in the corresponding period of 1903, owing to the fact that certain of the changes affected large bodies of workpeople. For example, the increases granted to maintenance of way employees on the C. P. R., G. T. R., and C. N. R., systems alone affected 14,000 men, while the number of trainmen on the C. P. R., system similarly affected was 2,800. In textile establishments approximately 9,000 employees, and in the building trades approximately 7,200 employees received increases. In the mining industry, increases granted to coal miners in Alberta and British Columbia affected approximately 4,000 men, while in the lumbering industry in Ontario and the Eastern Provinces, over 10,000 river drivers and mill men obtained advances. Unskilled labourers, to the number of several thousands had their wages increased, an index to the nature and extent of the changes affecting this class being given in the portion of the accompanying table devoted to changes among corporation labourers. Other large bodies whose wages were increased during the quarter were, street railway employees at Toronto to the number of 1,400; bakers at Toronto to the number of 1,000; locomotive engineers on the western lines of the C. P. R., system, to the number of 600; coal carters and iron moulders at Montreal, to the number of 500 in each case; longshoremen at Halifax to the number of 500; and metalliferous miners in Rossland, and elsewhere in British Columbia to the number of 1,000. In the corresponding period of 1903, though a number of large bodies of workmen received increases, the movement partook rather of the nature of a general advance affecting small bodies of workmen in a large number of localities.

In the accompanying small table an analysis is presented showing the aggregate results, according to industries and groups of trades, of the several changes of the quarter, in so far as detailed information was obtained by the Department. It will be seen that the general result of the changes was wholly in the direction of an increase in aggregate wages and of a decrease in aggregate hours of labour.

Changes by Industries and Trades.

The following is a statement of the changes in wages and hours of labour reported to the Department as having gone into effect during the second quarter of 1907, according to the several industries and groups of trades affected:—

Agriculture.—Farm labour was in active demand throughout Ontario and the Eastern Townships. Wages offered for experienced help in these sections were 10% higher than at the corresponding period of 1906.

CHANGES IN RATES OF WAGES AND HOURS OF

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
ining—				
Coal Miners	Alta. and B. C.	4,000	Apr. 1	*
Miners	Rossland, B. C.	500	May 1	Wages of shovelers, carmen, ore sorters and labourers increased, from $2.75 to $3.00 per day.
Miners	Moyie, B. C.	340		Wages increased as follows:
				Machine and timbermen
				Hammersmen
				Shovelers
				Surface firemen
				Millmen
				Engineers
				Blacksmiths and machinists
				Labourers
he Building Trades—				
Granite Cutters	Maisonneuve, Que	130	June 25	Wages increased $2.50–$2.70 to $3.00 per day; hours reduced from 9 to 8 per day
Stonecutters	Ottawa, Ont., and Hull, Que.	200	May 15	Wages increased from 43c. to 44c. per hour
Bricklayers	Montreal, Que.	800 900	May 1	Wages increased from 45c. to 50c. per hour
and masons	Ottawa, Ont. and Hull, Que.	400	May 27	Wages increased 2c. per hour (45c. to 47c.) for 1907 and 5c. per hour for 1908
masons and plasterers	Kingston, Ont	40	Apr. 1	Wages increased 8c. per hour; hours reduced from 9 to 8 per day
" and masons	Peterborough, Ont	90	June 1	Wages increased from 40c. to 45c. per hour
and masons	St. Catherines, O.	47	May 1	Wages increased from 38c. to 45c. per hour.
and masons	Hamilton, Ont	200	Apr. 1	Wages increased from 45c. to 47½c. per hour; hrs per day reduced from 9 to 8
and masons	London, Ont.	70	June 1	Wages increased from 40c. to 43c. per hour; date after May 1, 1908 to be 45c. per hour
	Windsor, Ont	30	May 1	Wages increased from 50c. to 52½c. per hour
and masons	Port Arthur, Ont.	100	" 1	Wages increased from 55–56½ to 57½c. per hour
lumbers & steamfitters	Ottawa, Ont.	135	June 1	Wages advanced from 30–32c. per hour to 32–38c. per hour
Plumbers	Niagara Falls, Ont	12	May 1	Wages increased from $2.50 to $2.75 per day
	Hamilton, Ont	345	" 28	Wages increased from 35 to 37½c. per hour
and steamfitters	London, Ont.	30	" 6	Wages increased from 30c. to 35c. per hour; hours reduced from 49½ to 44 per week
" and steamfitters	Edmonton, Alta	30	" 1	Wages increased 50c. per day
Lathers	Peterborough, Ont	25	" 1	Wages increased from 25c. to 28c. per hour
	Toronto, Ont.	125	" 14	Wages increased to $3–$3.50 per 8 hour day
Carpenters	Sherbrooke, Que.	130	" 1	Wages increased 25c. per day
Carpenters and joiners	Kingston, Ont	80	Apr. 1	Hours reduced from 9 to 8 per day

* For detailed information with regard to changes in wages among these classes see *Labour Gazette* for June 1907, pp. 1388–1405, pp. 1415–17; and for July, 1907, pp. 83–85.

Department of Labour, Canada
Statistical Tables, Series E., No. 19.

LABOUR, CANADA, DURING THE SECOND QUARTER OF 1907.

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week		Change in Wages per Head, per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about.
Before change.	After change.	Before change.	After change.	Increase	Decrease	Increase	Decrease	
*	*	*	*	.....	.....	.....	.....	*
$16.50	$18.00	.....	.....	$1.50	.....	.....	.....	Voluntary concession, owing to scarcity of men.
$24.50	$28.00	56	56	$3.50	.....	.....	.....	Voluntary concession, owing to scarcity of men.
22.75	26.25	56	56	3.50	.....	.....	.....	
21.00	22.75	56	56	2.75	.....	.....	.....	
22.75	24.50	56	56	1.75	.....	.....	.....	
24.50	26.25	56	56	1.75	.....	.....	.....	
28.00	29.75	56	56	1.75	.....	.....	.....	
28.00	29.75	63	63	1.75	.....	.....	.....	
19.25	21.00	63	63	1.75	.....	.....	.....	
15–16.20	$18.00	54	48	$1.80–3.00	.....	.....	6	After a strike.
$21.50	$22.00	50	50	$ .50	.....	.....	.....	By mutual agreement, after strike for increase of 7c. per hour.
$24.30	$27.00	54	54	$2.70	.....	.....	.....	By mutual agreement between the Builders' Exchange, and a committee of the International Bricklayers' Union.
$22.50	$23.50	50	50	$1.00	.....	.....	.....	By negotiations following a strike.
$20.00	$21.60	54	48	$1.60	.....	.....	6	On request of workmen
$21.60	$24.30	54	54	$2.70	.....	.....	.....	On request of workmen
19.00	22.50	50	50	3.50	.....	.....	.....	On request of employees
$22.50	$20.90	50	44	.....	$1.60	.....	6	On request of employees in 1906.
17.60½	18.92	44	44	$1.32	.....	.....	.....	By three year agreement[1], following request of workmen for increase of 5c. per hour.
$25.00	$26.25	50	50	$1.25	.....	.....	.....	On request of employees.
$28–12½	$28.75	50	50	.62½	.....	.....	.....	By mutual agreement.
$15.00	$17.50	50	50	$2.50	.....	.....	.....	Upon demand of workmen.
15.00	16.50	54	54	1.50	.....	.....	.....	On demand of workmen.
17.50	18.75	50	50	1.25	.....	.....	.....	By mutual agreement after a strike for 40c. per hour
14.85	15.40	49½	44	.55	.....	.....	5½	After a strike.
24.00	27.00	48	48	3.00	.....	.....	.....	By mutual agreement.
13.50	15.00	54	54	1.50	.....	.....	.....	On demand of workmen.
18.00	$18–21	48	48	3.00	.....	.....	.....	By compromise after a strike for 47c. per hour.
12–13.50	$13.50–15	60	59	1.50	.....	.....	1	By voluntary concession.
12.00	12.00	54	48	.....	.....	.....	6	On request of workmen for decrease in hours and increase in wages.

[1] A copy of this agreement is published under the heading "Recent Industrial Agreements" in the present issue of the *Labour Gazette*.

CHANGES IN RATES OF WAGES AND HOURS OF

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
"	Belleville, Ont ...	45	" 1	Wages increased 10 %. .....
"	Peterborough, Ont	140	" 1	Wages increased from 25c. to 27½c. per hour...
"	Niagara Falls, O.	200	May 1	Wages increased from 30c. to 35c. per day.....
" and joiners..	St. Catherines, O.	100	" 3	Wages increased from 27½c. to 33c. per hour...
"	Hamilton, Ont ..	300	" 1	Wages increased from 37½c. to 40c. per hou hours reduced from 9 to 8 per day.....
" and joiners...	Brantford, Ont ..	62	June 10	Minimum wages increased from 22½c. to 30c. p hour .....
"	Medicine Hat, A.	40	May	Minimum wages increased from 33½c. to 40c. p hour; hours reduced by 4 on Saturdays.....
"	Edmonton, Alta .	450	" 1	Wages increased from 37c. to 42c. per hour....
"	New Westminster B. C.....	75	Apr. 1	Minimum wages advanced from 35c. to 43c. p hour; hours reduced from 9 to 8 per day....
"	Vancouver, B. C..	800	May	Wages increased from $3.50 to $4.20 per 8 hr. da
Painters	Maisonneuve and Montreal.....	800	Apr. 1	Wages increased 10%.....
" , paperhangers and decorators.....	Kingston, Ont ...	40	" 1	Wages increased from $2 to $2.25 per day....
" & paperhangers	Belleville, Ont ...	.....	"	Wages increased 25c. per day.....
"	Hamilton, Ont ..	180	June 25	Wages increased $1.00 per week.....
"	Berlin, Ont	25	May 1	Wages increased from $2.25 to $2.50 per day..
" and paperhangers	Port Arthur, Ont	.....	Apr.	Wages increased from 22½–30c. to 25–32½c. p hour .....
"	Calgary, Alta	50	May 1	Wages increased from 35c. to 40c. per hour.....
"	Edmonton, Alta..	50	Apr. 1	Wages increased from $3.25 to $3.60 per day...
"	Vancouver, B. C .	105	" 8	Wages increased from 40 to 50c. per hour.....
"	Victoria, B. C....	100	" 1	Wages increased from 37½c. to 43¾c. per ho hours reduced 4 per week.. .....
Builders' Labourers.....	Ottawa, Ont and Hull, Que.....	400	June 3	Wages advanced from 22c. to 25c. per hour....
Hod Carriers.....	Kingston, Ont ...	75	Apr. 1	Wages increased from $1.75 to $2.00 per d Hoxrs reducec from 9 o 8 per day.....
Plasterers' Labourers ...	Toronto, Ont	12	June 18	Wages increased from 30 to 30½c. per hour....
Builders' labourers.....	Hamilton, Ont ..	250	Apr. 15	Wages increased from 25c. to 28½c. per hour.
Hod carriers and builders' labourers.....	Berlin, Ont	75	May 1	Wages increased from 20c. to 22½c. per hour..
Mortar miners and builders' labourers....	Calgary, Alta	350	" 1	Wages increased .....
Metal, engineering and Shipbuilding Trades:—				
Moulders & coremakers..	Montreal, Que....	500	" 1	Wages increased from $2.50 to $2.75 per day moulders, and from $2.20 to $2.40 per day coremakers.....
Moulders (Stove Plate)..	Weston, Ont.....	50	" 1	Piecework rates advanced.....
Moulders (Stove Plate)..	Hamilton, Ont ..	70	"	Wages advanced 25c. per day on daywork an per cent. on piece work.....

‡ Maximum.

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LABOUR, CANADA, DURING THE SECOND QUARTER OF 1907.

ESTIMATED RATE OF WAGES PER WEEK.		ESTIMATED HOURS OF LABOUR PER WEEK.		CHANGE IN WAGES PER HEAD, PER WEEK.		CHANGE IN WORKING HOURS PER HEAD PER WEEK.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT
Before change.	After change.	Before change.	After change.	Increase.	Decrease.	Increase	Decrease	
.....	.....	59	59					
13.50	14.85	54	54	1.35	.....	.....	.....	On demand of workmen
16.20	18.90	54	54	2.70	.....	.....	.....	On demand of workmen.
13.75	16.50	50	50	2.75	.....	.....	.....	Workmen struck for 35c. per hour; settled by compromise after conferences.
18.75	17.60	50	44	.....	$1.15	.....	6	On request of workmen in 1906
10–80	14.40	48	48	3.60	.....	.....	.....	After a strike, about one-half of the strikers returning at the advanced rate.
18.00	20.00	54	50	$2.00	.....	.....	4	On demand of workmen.
18.00	$20.16	48	48	$2.16	.....	.....	.....	By mutual agreement.
18.90	20.64	54	48	1.74	.....	.....	6	On request of workmen.
21.00	25.20	.....	48	$4.20	.....	.....	.....	After a strike for a rate of $4.50 per day.
$12.15–16.20	$13.50–17.28	54	54	$1.08–1.35	.....	.....	.....	By mutual agreement.
12.00	13.50	54	54	1.50	.....	.....	.....	On request of workmen.
14.85	15.85	.....	.....	1.00	.....	.....	.....	After a strike.
13.50	15.00	60	60	1.50	.....	.....	.....	On demand of workmen
				1.50	.....			
3.50–18	$15–19.50	59	95			.....	.....	After a strike.
18.90	21.60	54	54	2.70	.....	.....	.....	On request of workmen.
19.50	21.60	48	48	2.10	.....	.....	.....	By mutual agreement.
19.20	24.00	48	48	4.80	.....	.....	.....	After a strike.
18.00	19.25	48	44	1.25	.....	.....	4	On demand of workmen.
11.00	12.50	50	50	1.50	.....	.....	.....	By two year agreement concluded after a strike of one day.
10.50	12.00	54	48	1.50	.....	.....	6	Increase in wages granted on request of men. Decrease in hours followed that granted to bricklayers, masons and plasterers.
13.20	13.45	44	44	.25	.....	.....	.....	After a strike for 35c. per hour.
12.00	13.64	48	48	1.64	.....	.....	.....	On demand of employees.
10.80	12.15	54	54	1.35	.....	.....	.....	On request of workmen.
$13.20–15.84	$15.60–16.80	48–54	48–54	$1.50 2.40	.....	.....	.....	On request of workmen.
$13.20–15.00	$14.40–$16.50	.....	.....	$1.20–$1.50	.....	.....	.....	By mutual agreement.
19.37	20.33	54	54	.96	.....	.....	.....	On demand of workmen.
16.50	17.40	60	60	.90	.....	.....	.....	On demand of workmen.

| A copy of this agreement was published in the *Labour Gazette* for July, 1907, p. 85.

CHANGES IN RATES OF WAGES AND HOURS OF

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Moulders (Stove Plate)..	Brantford, Ont ..	70	" 20	Wages increased about 5 per cent. or 16–18c. per day
Moulders (Stove Plate)..	Guelph, Ont	90	"	Wages increased 25c. per day on time work; 5 per cent. on piece work in stove shop
Machinists	G. T. R. Ry. Sys.	400	" 1	‡‡
"	Belleville, Ont ...	17	Apr. 10	Wages increased from 21 to 23½c. per hour
Horseshoers	Moncton, N. B. ..	25 |	Apr. 1	Price for new shoes increased from $1.00 to $1.25; for removals from 50c. to 75c.
"	St. John, N. B. ..	22	Apr.	Price for new shoes increased from $1.00 to $1.25; for removals from 50c. to 75c.
Sheet metal workers	Toronto, Ont	150	May	Wages increased from 30c. to 32½c. per hour
Boilermakers	Toronto, Ont	200	"	Wages advanced 10 per cent.
Structural iron workers..	Toronto, Ont	150	"	Wages increased from 30c. to 32½c. per hour
Steel workers	Hamilton, Ont ..	200	Apr. 8	Wages increased from 15c. to 16½c. per hour
Woodworking and Furnishing Trades—				
Sash and door factory employees	St. Hyacinthe, Q.	35	May 10	Wages increased 10 per cent.
Sash and door factory employees	Calgary, Alta	70	"	Hours reduced from 10 to 9 per day
Picture frame workers and gilders	Toronto, Ont	50	"	Wages increased $1.00 per week
Wheel wrights	Merritton, Ont...	50	Apr. 5	Wages increased 12½c. per day
Clothing Trades—				
Journeymen tailors	Berlin, Ont	25	May 6	Wages increased 12 per cent. as follows: Male ... Female ...
Journeymen tailors	Calgary, Alta	50	Apr. 1	Wages increased from 28 to 35c. per hour
Journeymen tailors	Victoria, B. C....	50	"	Wages increased $2.00 per week
Leather Trades—				
Leather workers	St. Hyacinthe, Q.	80	.....	Wages increased as follows: Beam house men... Tanners and curriers...
		45	.....	Counter and insoling factory employees
Tanners and curriers....	Quebec, Que.....	160	May 23	Wages increased as follows:
The Textile Trades—				
Cotton workers (Employees of Dominion Textile Co.)	Halifax, N. S	5,700*	Apr. 1	Wages increased 10–15 per cent.
	Windsor,	.....	" 1	Wages increased 10–15 per cent.
	Moncton, N. B ..	.....	" 1	Wages increased 10–15 per cent.
	Quebec, Que.....	.....	" 1	Wages increased 10–15 per cent.

| Seven shops.
* Including 2,680 females.

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LABOUR, CANADA, DURING THE SECOND QUARTER OF 1907.

ESTIMATED RATE OF WAGES PER WEEK.		ESTIMATED HOURS OF LABOUR PER WEEK.		CHANGE IN WAGES PER HEAD, PER WEEK.		CHANGE IN WORKING HOURS PER HEAD PER WEEK.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT
Before change.	After change.	Before change.	After change.	Increase.	Decrease.	Increase	Decrease	
$19.50–22.50	$20.50–23.50	.....	.....	1.00				
$15–18	$16.50–19	.....	.....	1.00	.....	.....	.....	On demand of workmen, followed by strike in certain shops.
				.....	.....	.....	.....	By mutual agreement after reference under Industrial Disputes' Investigation Act, 1907.
.....	.....	.....	.....	.....	.....	.....	.....	Advance agreed to owing to increase in price of stock and in helpers' wages.
.....	.....	.....	.....	.....	.....	.....	.....	Advance agreed to owing to increase in price of stock and in helpers' wages.
$18.00	$19.50	.....	.....	$1.50	.....	.....	.....	By compromise, on demand of men for 35c. per hour.
$16.50	$18.00	60	60	$1.50	.....	.....	.....	On demand of workmen.
15.00	16.25	50	50	1.25	.....	.....	.....	By mutual agreement on demand of employees for 35c. per hour.
9.00	9.90	.....	.....	.90	.....	.....	.....	After a strike for 18c. per hr.
$6–$9	$6.50–10	60	60	$.50–$1	.....	.....	.....	By voluntary concession.
.....	.....	60	54	.....	.....	.....	6	On demand of workmen.
$12–13	$13–14	.....	.....	$1.00	.....	.....	.....	After a strike.
$10.00	$10.75	60	60	$.75	.....	.....	.....	By voluntary concession.
$9.00	$10.25	60	60	1.25	.....	.....	.....	On demand of workmen.
6.00	6.75	60	60	.75	.....	.....	.....	On demand of workwomen.
15.12	18.90	54	54	3.78	.....	.....	.....	
.....	.....	.....	.....	$2.00				
7.70	8.40	59	59	.70	.....	.....	.....	By voluntary concession.
5.50	6.00	59	59	.50	.....	.....	.....	By voluntary concession.
8.25	10.00	60	60	1.75	.....	.....	.....	After a strike.
$5.80*	$6.60*	60	60	$.80	.....	.....	.....	On demand of employees.

4 For detailed statement re rates of wages under new agreement, see the *Labour Gazette* for June, 1907, p. 1406; also *Labour Gazette* for May, p. 1243.

CHANGES IN RATES OF WAGES AND HOURS OF

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
	Magog, Que.		Apr. 1	Wages increased 10–15 per cent.
	Montreal, Que.		" 1	Wages increased 10–15 per cent.
	Kingston, Ont.		" 1	Wages increased 10–15 per cent.
Cotton workers (employees in Cornwall & York mills)	St. Jonh, N. B.	600	May 15	Wages increased 10 per cent.
Cotton workers (employees of Montreal Cotton Co.)	Valleyfield, Que.	1,500	"	Wages increased 10 per cent.
Cotton workers (employees of Imperial Cotton Co., Canadian Cotton Co., and Hamilton Coloured Cotton Co.)	Hamilton, Ont.	**1,000	Apr.	Wages increased 5 per cent.; hours decreased 3 per week.
Winders in Knitting Mill	Hamilton, Ont.	15	May 17	Wages increased –1.00 per week.
Food and Tobacco Preparation—				
Bakers	Toronto, Ont.	1,000	May 1	Wages of journeymen and helpers increased $1.00 per week as follows: Journeymen: Old Rate $12–$13, New Rate $13–$14; Helpers: Old Rate 9, New Rate 1
Railway Employees—				
Locomotive engineers and firemen	Quebec Central Railway System	50	May 1	Wages increased 10 per cent.*
Locomotive engineers	C. P. R. Central and Pacific Divisions	600	Apr. 1	Wages increased 40c. per 100 miles or per day of 10 hours. |
Conductors, baggagemen brakemen and yardmen	C. P. R., Central and Western Division	2,800	" 1	Wages increased 7–10 per cent.
Maintenance of Way employees	C. P. R. Sytsem	7,000	Apr. May	Wages increased 15–25c. per day. |
Maintenance of Way Employees	C. N. R. System	3,000	May 1	Wages increased 20–25c. per day.
Maintenance of Way Employees	G. T. R. System	4,000	" 1	Wages increased 10c. per day*
Freight handlers	G. T. R. System	149	" 1	Wages increased 7 per cent.
Switchmen (G.T.R.)	Niagara Falls, Ont	14	" 1	Wages increased from $1.25–$1.50 per day to $42-$50 per month.
Trainmen (electric)	International Ry. Can. Div.)	50	June 1	Wages increased as follows: First Year men 21c. to 22½c.; Second " 22c. to 23c.; Third " 22½c. to 23½c.; Fourth " 23c. to 24c.; Fifth " 23½c. to 24½c.; Sixth " 24c. to 25c.; Seventh " 24c. to 25½c.; Eighth " 24c. to 26c.

** Including 650 females.
* For text of agreement in full see *Labour Gazette* for June, p. 1445.
\| For text of agreement in full see *Labour Gazette* for June, p. 1442.
‡ For text of agreement in full see *Labour Gazette* for June, p. 1447.

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LABOUR, CANADA, DURING THE SECOND QUARTER OF 1907.

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head, per Week.		Change in Working Hours per Head per Week.		Manner in Which Change was brought about
Before change.	After change.	Before change.	After change.	Increase.	Decrease.	Increase	Decrease	
|	|	.....	.....	.....	.....	.....	.....	On demand of employees.
|	|	.....	.....	.....	.....	.....	.....	On demand of employees.
|	|	60	57	.....	.....	.....	3	On demand of employees.
$6.25	$7.25	.....	.....	$1.00	.....	.....	.....	After a strike.
.....	.....	.....	.....	$1.00	.....	.....	.....	By compromise, on request of union for an advance of $2.00 per week.
.....	.....	.....	.....	.....	.....	.....	.....	By mutual agreement.*
.....	.....	.....	.....	.....	.....	.....	.....	By mutual agreement.‡
.....	.....	.....	.....	.....	.....	.....	.....	By mutual agreement.‡
.....	.....	.....	.....	.....	.....	.....	.....	By mutual aJreement. |
.....	.....	.....	.....	.....	.....	.....	.....	By mutual agreement.
.....	.....	.....	.....	.....	.....	.....	.....	By mutual agreement.
.....	.....	.....	.....	.....	.....	.....	.....	By mutual agreement.
$8.77–$10.53 |	$9.69–$11.54 |	77	77	$.82–.99	.....	.....	.....	By order of company.
								By voluntary concession.

\| Scale varies widely by classes.
‡ For text of agreement in part see under heading "Recent Industrial Agreements" in present issue.
* See statement in accompanying article.
* Earnings vary with traffic.

CHANGES IN RATES OF WAGES AND HOURS OF

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Street Railway Employees—				
Motormen & conductors..	Ottawa, Ont.....	300	May 1	Wages increased 1c. per hour as follows: Old Rate Per Hour. / New Rate Per Hour. First Year men .. 16⅔c. / 17½c. Second " .. 17½c. / 18½c. Third " .. 18½c. / 19½c.
Employees Toronto Ry.Co	Toronto, Ont.....	1,400	June 16	Wages increased as follows: Old Rate Per Hour. / New Rate Per Hour. *Motormen & Conductors:* First Year..... 18c. / 20c. Second Year..... 20c. / 22c. Third Year..... 21½c. / 23½c. Shopmen..... 19–21½c. / 21–23½c. Shedmen..... 18c. / 20c.
Conductors & motormen	St. Thomas, Ont.	30	May 15	Wages increased as follows: Old Rate Per Hour. / New Rate Per Hour. For 1st 6 mos.... 12½c. / 15c. After 1st 6 mos.. 15c. / 17c. After 3 years..... 17c. / 18c.
General Transport—				
Longshoremen.....	Halifax, N. S	500	June 3	Wages increased from 20c. per hour day work, and 25c. per hour night work to 25c. per hour day-work, and 30c. per hour night work
Scowmen.....	St. John, N. B ...	80	May 28	Wages increased from $2.50 to $2.75 per day....
Longshoremen.....	St. John, N. B ...	400	" 1	Wages increased to 40c. per hour.....
Coal carters.....	Montreal, Que....	500	"	Wages increased $1.00 per week.....
Draymen (Dom. Transport Co.).....	Montreal, Que....	100	June 23	Wages increased from $1.60 to $1.75 per day.....
Teamsters	Hull, Que.....	35	Apr.	Wages increased $1.50–$3.00 per week.....
"	St. Catherines, O.	9	"	Wages increased from $39 to $40 per month.....
Civic Employees—				
Clerks, collectors, repairmen, inspectors, etc...	Toronto, Ont.....	110	Jan. 1*	Salaries of individuals increased. Aggregate amount of increase $17,000 per annum.....
Civic firemen.....	Quebec, Que.....	.....	May 7	Wages increased 10 per cent.....
Civic firemen.....	Windsor, Ont ...	8	Apr. 1	Wages increased as follows: Old Rate. Per Year / New Rate. Per Year. Chief..... $1,000 / $1,060 Assist. Chief .... 720 / 780 2 Firemen ..... 600 / 650 2 " ..... 540 / 600 2 " ..... 480 / 540
Policemen	St. John, N. B. ..	41	"	Wages increased 25c. per day, involving an aggregate increase of $3,741.25 per annum.....
"	Quebec, Que.....	.....	May 1	Wages increased 10 per cent.....
"	Windsor, Ont ...	11	Apr. 1	Wages increased as followr:

* Increases were raified by City Council in May, and dated back to January 1.

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Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head, per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about
Before change.	After change.	Before change.	After change.	Increase.	Decrease.	Increase	Decrease	
$9.90–$11.10	$10.50–$11.70	60	60	$.60	.....	.....	.....	By voluntary concession.
$10.80	$12.00	60	60	$1.20	.....	.....	.....	By mutual agreement*after negotiations between Company and committee representing the employees.
12.00	13.20	60	60	$1.20	.....	.....	.....	
12.90	14.10	60	60	1.20	.....	.....	.....	
11.40–12.90	12.60–14.10	60	60	1.20	.....	.....	.....	
10.80	12.00	60	60	1.20				
$7.50	$9.00	60	60	$11.50	.....	.....	.....	By mutual agreement.
9.00	10.20	60	60	1.20				
10.20	10.80	60	60	.60				
				.....	.....	.....	.....	After a strike. |
$15.00	$16.50	.....	.....	$1.50	.....	.....	.....	By compromise after a strike for a rate of $3.00 per day
$8.00	$9.00	.....	.....	$1.00	.....	.....	.....	On demand of men after a strike.
$9.60	$10.50	.....	.....	$.90	.....	.....	.....	After a strike.
7.50–9	9–12	.....	.....	1.50–3.00	.....	.....	.....	By voluntary concession.
.....	.....	60	60	.25	.....	.....	.....	After a strike.
.....	.....	.....	.....	.....	.....	.....	.....	By order of Board of Control ratified by City Council.
.....	.....	.....	.....	$1.50	.....	.....	.....	On recommendation of sub-committee of City Council.
.....	.....	.....	.....	$1.00				

* The full text of this agreement is published under the heading "Recent Industrial Agreements" in the present issue.

\| Aggregate wages and hours vary according to number of steamships. For statement of settlement of strike at Halifax, N. S., by the good offices of the Department of Labour, see *Labour Gazette* for July, p. 54.

CHANGES IN RATES OF WAGES AND HOURS OF

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
				Old Rate Per Year. / New Rate Per Year.
				Chief..... $1,060 / $1,100
				3 Sergeants..... 800 / 850
				7 Policemen .... 700 / 750
Light, heat and power plant employees.....	Kingston, Ont ...	17	May	Wages increased 5 per cent., aggregating $550 yearly .....
Light, heat and power plant employees.....	St. Thomas, Ont .	34	" 15	Wages increased 1c. per hour.....
Carters.....	Montreal, Que....	.....	Apr.	Wages increased from $2.50 to $2.75 per day....
Civic teamsters.....	Peterborough, O.	36	May	Wages increased 40c. per day from $3.25 to $3.65 per day.....
Labourers	Moncton, N. B ..	.....	June	Wages increased from $1.35 to $1.50 per day....
"	Quebec, Que.....	60	May 1	Wages increased from $1.25 per day to $1.50 per day .....
"	Quebec, Que.....	58	"	Wages increased from $1.25 to $1.37½ per day; hours reduced 1 per day.....
"	St. Hyacinthe, Q.	50	" 17	Wages increased from $1.25 to $1.50 per day....
"	Montreal, Que ...	.....	Apr.	Wages increased from $1.50 to $1.75 per day....
"	Berlin, Ont	50	" 1	Wages increased from 18c. to 19c. per hour.....
"	Medicine Hat, A.	124	May 8	Wages increased from 22½c. to 27½c. per hour; hours reduced 4 on Saturdays.....
"	Calgary, Alta	350	" 15	Wages increased from 25c. to 27½c. per hour.....
Miscellaneous—				
Hotel and restaurant employees	Vancouver and Victoria, B. C..	200	June 1	Wages increased 10 per cent., and hours reduced‡‡
Bill posters.....	Toronto, Ont	.....	.....	Wages increased $1.00 per week.....

* For copy of schedule see *Labour Gazette* for June, p. 1446.
' Including 24 females.

Fishing.—The prices obtained by the Atlantic fishermen for the 1907 catch of sardines and lobsters were higher at several points than those prevailing in 1906.

Lumbering.—In connection with the spring drives and the opening of the sawmilling season, a general advance in wages went into effect in Ontario, Quebec, and New Brunswick during the months of April and May, as a result of the prevailing scarcity of men. The average extent of the increase was from five to ten per cent., and several thousands of employees were affected. More detailed information as to the nature of the increases in particular localities is as follows:—In the neighborhood of Moncton, N. B., about 200 men received an advance of 25 cents per day. In the St. John Valley, N. B., an increase of 10 per cent was granted to the employees in several mills. On the Miramichi River, N. B., wages on the drives were 10 per cent and upward above those paid last year, and the mills along the river increased wages from 10 to 15 per cent. At Newcastle, N. B., for example, mill men in the employ of W. A. Hickson & Company were advanced from $1.56 to $1.75 per day of 10 hours, while stream drivers employed by the Edward Sinclair Lumber Company were increased from

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Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head, per Week.		Change in Working Hours per Head per Week.		Manner in Which Change was brought about
Before change.	After change.	Before change.	After change.	Increase.	Decrease.	Increase	Decrease	
.....	.....	.....	.....	.65	.....	.....	.....	On request of employees.
.....	.....	.....	.....	.60	.....	.....	.....	On recommendation of sub-committee of City Council.
$15.00	$16.50	.....	.....	$1.50	.....	.....	.....	By voluntary concession.
19.50	21.90	.....	.....	2.40	.....	.....	.....	After a strike for an increase of 50c. per day.
8.10	9.00	.....	.....	.....	.....	.....	.....	On request of workmen.
7.50	9.00	60	60	.....	.....	.....	.....	After a strike.
7.50	8.25	60	54	.....	.....	.....	.....	After a strike.
7.50	9.00	60	60	.....	.....	.....	.....	By voluntary concession.
9.00	10.50	.....	.....	.....	.....	.....	.....	By voluntary concession.
10.80	11.40	59	59	.....	.....	.....	.....	By voluntary concession.
13.50	15.30	60	56	$1.80	.....	.....	4	By mutual agreement.*
13.50	14.85	54	54	1.35	.....	.....	.....	On request of workmen for 30c. per hour.
.....	.....	70	60	.....	.....	.....	10	On demand of employees.

‡‡ For copy of new scale adopted at Vancouver, see *Labour Gazette* for July, 1907, p. 51. A copy of the agreement arrived at, at Victoria is published in the present issue under the heading "Recent Industrial Agreements."

$2.40 to $2.72 per day. Pulp mill employees at Chatham, N. B., have been increased 15 to 25 per cent. during the past year. In the vicinity of Sherbrooke, Que., river drivers, who in previous years were paid from $1.25 to $1.75 per day were paid this year from $1.30 to $1.90 per day. Saw mill hands, who received about the same rate of wages, were similarly increased. Upwards of 3,000 men in all being affected. In the Ottawa Valley, river drivers were receiving from $45 to $50 per month with board, compared with a previous rate of from $30 to $45, the average rate in 1906 being $43 per month and in 1907 $48 per month. It was estimated that approximately 1,800 men were employed on the drives on the Ontario side of the Ottawa Valley, and that the additional amount paid in wages this year would aggregate in the neighbourhood of $9,000 per month. Mill hands in this section, aggregating several thousands in number, were advanced 5 to 10 per cent in wages. For example, employees of the Gilmour and Hughson Company at Hull, Que., to the number of 300, were advanced on May 1, from $7.50 -$9.00 to $8.00-$10.00 per week. The employees of the J. R. Booth Company, upwards of 2,500 in number, were advanced from $7.50-$9.00

to $8.50-$12.00 per week in April. The number of men employed in the sawmills of Ottawa and adjacent towns of the Ottawa Valley on the Ontario side of the river is estimated at about 6,000, and the changes above referred to will increase the total amount paid in wages by about $6,000 per week. In 1906 the average mill hand received somewhat less than $1.50 per day; during the present year he is receiving an average of $1.75 per day.* Mention may be made here also of the general increase which went into effect during April among employees of the E. B. Eddy Company, at Hull, Que., numbering 900 males and 300 females, and consisting of sawmill hands, pulp mill hands, paper makers, pail, tub and washboard makers, match makers, etc., the average rate being raised from $1.35 to $1.50 per day. In the Peterborough, Ont., district, about 270 river drivers were advanced from $35 to $37 per month; the wages of millmen remained the same as in 1906, namely, $1.50 per day.

Mining.—Important changes in wages went into effect during the quarter in the coal mines of Alberta and British Columbia. Employees of the Crows' Nest Pass Coal Company at Fernie and Michel, B. C., and of other companies included in the Western Coal Operators' Association, obtained a new agreement during May involving an increase in wages. (1) In the neighbourhood of 3,450 employees were in all affected. Coal miners in the employ of the Alberta Railway and Irrigation Company at Lethbridge, Alta., also obtained a new agreement during May. (2) At Rossland, B.C., shovellers, carmen, ore sorters and labourers were advanced on May 1 from $2.75 to $3.00 per day. At Moyie, B. C., men in and about the mines of the St. Eugene Mining Company, to the number of 340, had their wages raised, in the case of shovelers and carmen, the increase amounted to 25 cents per day, and in the case of underground machine men, timber men and hammer men, to 50 cents per day. Wages of unskilled labour were upward in tendency to a marked degree throughout the Boundary and Kootenay districts during May and June.

Building trades.—Detailed information was obtained by the Department concerning increases in wages affecting upwards of 7,200 employees in the building trades to the aggregate extent of over $12,600 in weekly earnings. The aggregate weekly reduction in weekly hours amounted to 5,345. The number of changes amounted in all to 46, and all went into effect during the quarter. The changes occurring among carpenters constituted the most important item in these totals, over 2,350 men being affected, and the aggregate result being an increase of $4,574 in weekly earnings and a reduction of 2,890 in weekly hours. An increase among carpenters at Vancouver, B. C., alone affected over 800 men. Other points at which carpenters received advances were Sherbrooke, Que., Kingston, Belleville, Peterborough, Niagara Falls, St. Catharines, Hamilton, Brantford, Ont.; Medicine Hat and Edmonton, Alta., and New Westminster, B. C. Bricklayers and masons received increases to the number of 1.850, the aggregate increase in weekly earnings being $3,570, and the aggregate reduction in hours, 1,440. At Montreal, Que., 800-900 men of this class were increased 5 cents per hour, while at Ottawa, Kingston, Peterborough, St. Catharines, Hamilton, London, Windsor and Port Arthur, Ont., substantial increases were granted. Painters, received increases at Maisonneuve and Montreal, Que; Kingston, Belleville, Hamilton, Berlin and Port Arthur, Ont.; Calgary and Edmonton, Alta.; and Victoria and Vancouver, B. C., the total number of men affected being 1,350, and the aggregate increase in weekly earnings, $2,157.50. Builders' labourers, etc., at Hull, Que.; Ottawa, Kingston, Toronto, Hamilton and Berlin, Ont., and at Cal-

* See reports of Hull, Que., and Ottawa, Ont., correspondents in the May, 1907, issue of the *Labour Gazette* at pages 1202-03.

1 A special article dealing with the origin of the dispute which resulted in the increase, and giving the text of the new agreement in full, was published in the *Labour Gazette* for June, 1907, at pages 1,388-1,405.

2 A special reference to the settlement of the dispute in this connection was published in the June, 1907, issue of the *Labour Gazette* at page 1,415. The full text of the agreement arrived at was published in the July, 1907, issue of the *Gazette*, at pages 85-87.

gary, Alta., received increases, the total number of men affected being 1,162, and the aggregate increase in weekly earnings being $1,831.75, while the total reduction in hours amounted to 450 weekly. Granite cutters at Maisonneuve, Que., stonecutters at Hull, Que., and Ottawa, Ont.; lathers at Peterborough and Toronto, Ont., and plumbers at Ottawa, Niagara Falls, Hamilton and London, Ont., also obtained advances. Full details with regard to the nature of these several changes, the number of men affected in each case, the method in which change was brought about, etc., will be found in the accompanying table.

TABLE SHOWING, BY INDUSTRIES AND GROUPS OF TRADES, THE RESULTS OF CHANGES IN WAGES AND HOURS OF LABOUR, CANADA, DURING THE SECOND QUARTER OF 1907.

Industry or Group of Trades.	Approximate Number of Workpeople Affected.	Total Increase in Weekly Earnings.	Total Decrease in Weekly Earnings.	Total Increase Hours of Employment. Per Week.	Total Decrease in Hours of Employment Per Week.
Mining	5,000	.....	.....	.....	.....
Building Trades:					
Stone and Granite Cutters	330	$ 425.00	.....	.....	.....
Bricklayers and Masons	1,750	3,570.00	.....	.....	1,440
Plumbers	117	90.75	.....	.....	165
Lathers	150	412.50	.....	.....	.....
Carpenters	2,350	5,474.00	.....	.....	2,890
Painters	1,350	2,157.50	.....	.....	400
Builders' Labourers	1,162	1,831.75	.....	.....	450
Metal Trades	1944	2,440.00	.....	.....	.....
Woodworking Trades	200	113.75	.....	.....	420
Clothing Trades	125	314.00	.....	.....	.....
Leather Trades	285	355.00	.....	.....	.....
The Textile Trades	9,000	7,500.00	.....	.....	3,000
Food and Tobacco Preparation Trades	1,000	1,000.00	.....	.....	.....
Railway Employees	17,663	21,500.00	.....	.....	.....
Street Railway Employees	1,730	1,890.00	.....	.....	.....
General Transport	1,624	2,780.00	.....	.....	.....
Civic Employees	1,100	.....	.....	.....	500

Metal, engineering and shipbuilding.—In this group the most important changes of the quarter were among iron moulders. At Montreal, Que., some 500 moulders and coremakers obtaining a substantial advance, while stove plate moulders obtained an increase of 25 cents per day on day work and 5 per cent on piece work at Weston, Hamilton, Brantford and Guelph, Ont. Horseshoers at Moncton, and St. John, N. B., advanced their rates as the result of the increase in the price of stock and in wages paid to helpers. Machinists in the employ of the Grand Trunk Railway Company received an advance after a reference of their demands to a board appointed under the Industrial Disputes Investigation Act, 1907* At Belleville, Ont., 17 machinists received an increase of 2 cents per hour under an agreement obtained after a strike with an allowance of time and a half for overtime and an arrangement as to the number of apprentices. At Toronto, Ont., sheet metal workers and boilermakers obtained an advance in wages amounting to 2½ cents per hour in the case of the former, and 10 per cent in the case of the latter.

Woodworking and furnishing trades.—

* A statement of the demands of the men and of the negotiations which led to the appointment of a board of investigation was published in the May issue of the *Labour Gazette* at page 1,243. The report and award of the board and the full text of the new agreement were published in the June, 1907, issue of the *Gazette* at page 1,406.

Sash and door factory employees at St. Hyacinthe, Que., had their wages advanced 10 per cent. At Calgary, Alta., the same class received a reduction in hours from 10 to 9 per day. A number of picture frame workers and gilders at Toronto, Ont., were granted an increase of $1.00 per week; the nine-hour day is to be inaugurated as an experiment among this class on January 1, 1908. At Merritton, the employees of a wheel-making establishment received an advance of 12½ cents per day.

Clothing.—At Berlin, Ont., journeymen tailors (25) received an increase of 12 per cent. in wages dating from May 6. At Calgary, Alta., journeymen tailors (50) had their wages increased from 28 to 35c per hour, from April 1. At Victoria, B. C., tailors (50) obtained an advance of $2.00 per week.

The Textile trades.—In the neighbourhood of 9,000 employees in cotton mills had their wages advanced 10-15% during April and May. The companies granting the increases were as follows: The Dominion Textile Co., operating mills at Halifax, Windsor, N. S., Moncton, Quebec, Magog, Montreal and Kingston; the Montreal Cotton Co., operating Mills at Valleyfield, Que., and Hamilton, Ont.; the Cornwall and York Company, operating mills at St. John, N.B., and the Imperial Cotton Co., and the Hamilton Coloured Cotton Co., operating at Hamilton, Ont. The scale of these workers varies widely according to classes, and that quoted in the accompanying table is to be regarded as representing the average earnings of female employees, who number approximately 50% of the whole. Fifteen female workers in a knitting mill at Hamilton, Ont., had their wages increased $1.00 per week.

Leather.—At Quebec, Que., tanners and curriers (160) received an advance from $8.25 to $10.00 per week after a strike. At St. Hyacinthe, Que., beamhouse men, tanners and curriers (80) had their wages raised from $7.70 to $8.40 per week. Counter and insoling factory hands (45) were increased from $5.50 to $6.00 per week in wages.

Food and tobacco preparation.—Journeymen bakers to the number of 1,000 at Toronto, Ont., had their wages increased $1.00 per week, dating from May 1.

Railway employees. — The various changes occurring during the quarter among employees of this class, affecting in all over 17,600 workmen, were as follows:—

Locomotive engineers and firemen to the number of 50, in the employ of the Quebec Central Railway system, had their wages increased 10 per cent. on May 1.

Locomotive engineers employed on the Central and Pacific divisions of the Canadian Pacific Railway system received an increase of 40 cents per 100 miles, or per day of 10 hours. Engineers on way-freights were allowed 25 cents extra per 100 miles, or per day of 10 hours. Engineers are now also allowed 5 miles for housing and taking out engines, with an allowance for preparing engines for the trip. A new detention allowance is also granted. (1)

Conductors, baggagemen, brakemen, and yardmen on the Canadian Pacific Railway system obtained a new schedule on April 1 involving an increase in wages. Conductors on main line passenger trains were advanced from $140 to $150 per month for a monthly mileage of 5,600 miles or less. On branch lines, passenger trains, the increase was from $125 to $135 per month of 5,000 miles. Baggagemen and brakemen were increased proportionately to $88.70 and $80.00 per month respectively. The rates for mixed through freight, way-freight and working trains were correspondngly advanced. Yardmen's wages were raised from a schedule of 28 cents per hour day work and 30 cents per hour night work, to 32 cents per hour day work and 34 cents per hour night work. (2)

Maintenance of way men to the number of 7,000 throughout the Canadian Pacific Railway system had their wages increased 15-25 cents per day. (3) On the main lines

1 The full text of the new agreement was published in the June, 1907, issue of the *Labour Gazette* at page 1,442.

2 The portion of the new agreement relating to rates of pay is published under the heading "Recent Industrial agreements" in the present issue.

3 The rates of pay granted under the new agreement were given in full in the *Labour Gazette* for June, 1907, at page 1,447.

f the company's system east of Port rthur, Ont., the increase in the case of remen was from $2.25 to $2.75 per day, nd in the case of trackmen, from $1.50 $1.60 per day. West of Port Arthur ne increase averages about 20 cents per ay. (*)

On the Canadian Northern Railway ne wages of maintenance-of-way employ- s were increased during May by an aver- ge of 20-25 cents per day.

On May 1, about 4,000 employees of ne Grand Trunk Railway system of is class were increased as follows:—

	Old Rate.	New Rate.
ction foremen.... .	$50.00 per mo.	$55.00 per mo.
ctionmen.....	1.30 per day	1.40 per day
tra gang labourers	1.40 "	1.50 "

Corresponding increases were given to remen and men in the larger yards, the tter receiving slightly higher rates an the ordinary section foremen and ctionmen.

Increases to G. T. R. freight-handlers several of the larger stations were anted, the number of men affected being 9, and the increases averaging 7 per cent Trainmen (electric) in the employ of e International Railway Company at agara Falls, Ont., had their wages creased by 1-2 cents per hour on June 1. Switchmen employed by the Grand unk Railway at Niagara Falls, Ont., tained an increase on May 18 of about .00 per week'.

Street railway employees.—Wages of otormen, conductors, etc., were in- eased during the quarter at Ottawa, ronto and St. Thomas, Ont. For de- led information as to nature of changes, accompanying table. In addition to changes set forth in the table, a re- angement of shifts at Hull, Que., in- ased the earnings of a number of otormen and conductors.

General transport.—Longshoremen at lifax, N. S., and St. John, N. B., had ir wages increased after a strike in case of the former settled by the good offices of the Department of Labour.* At St. John, N. B., also, a number of scowmen engaged in the transportation of lumber were increased to a scale of $2.75 per day. Coal carters and draymen at Montreal, Que., and teamsters at Hull, Que., and St. Catharines, Ont,. received advances in wages.

The wages of marine engineers, firemen, sailors, etc., on vessels plying on the Great Lakes showed an advance at the opening of navigation compared with the rates current in 1906. On a number of vessels the wages of oilers, wheelsmen and firemen, which were $35.00 per month in 1906, were increased to $37.50 for the present season.† The scale varies with the different companies and according to the class of vessels. In British Columbia, also, wages of steamboatmen of all classes were upward in tendency.

Civic employees.—Increases to clerks, inspectors, collectors, repair men, etc., in the employ of the city of Toronto, Ont., were granted during May, involving an additional expenditure of $17,000 per annum on salaries account. Civic firemen and policemen received increases at Quebec, Que., and Windsor, Ont., and policemen at St. John, N, B., also obtained an advance. Employees of the civic light, heat and power plants at Kingston and St. Thomas, Ont., had their wages increased. Corporation teamsters at Montreal, Que., and Peterborough, Ont., and labourers at Moncton, N. B., Quebec, St. Hyacinthe, Montreal, Que., Berlin, Ont., Medicine Hat and Calgary, Alta., were among other municipal employees receiving increases. The aggregate number of the latter class alone was approximately 700.

Individual increases to civic employees of various classes were granted in several localities, including among others, Levis, Que.; Peterborough, Berlin, Ingersoll, Stratford, Ont., and Vancouver, B. C.

Miscellaneous trades.—Wages of bill

* See report of Winnipeg correspondent in May, 1907, of *Labour Gazette*.

* See the *Labour Gazette* for July, page 84. The increase granted to longshoremen at Montreal, during June will be recorded in the quarterly article covering the Third Quarter of the calendar year, as having come fully into effect on July 1, 1907.

‡ See also *Labour Gazette* for June, 1907, page 1371.

posters were advanced $1.00 per week at Toronto, Ont. Hotel and restaurant employees at Vancouver and Victoria, B. C., received new scales involving an increase of about 10% in wages and a reduction in hours of 10 per week.

Unskilled labour.—The wages of this class were for the most part on the high level established during the active season of 1906. In a large number of localities, the rate at the beginning of out-door employment was 25c. higher than at the same date a year ago. As the season advanced, further increases were reported from localities in which a scarcity of labour prevailed, as for example, in the Crows' Nest Pass and Kootenay districts of British Columbia, and at certain points on the line of the National Transcontinental Railway.

THE FUEL SUPPLY IN SASKATCHEWAN.

WITH a view to preventing a recurrence of the scarcity of coal which prevailed during the winter of 1906–1907 in the Province of Saskatchewan, due largely to insufficient facilities on the part of railway companies, an effort is being made by the government of the province to induce settlers to secure full stocks of coal before the coming winter season sets in. In this connection the following letter was sent out by the Hon. the Minister of Agriculture for Saskatchewan to the leading coal companies throughout Western Canada asking them to intimate the best concessions they are willing to make, in the way of allowing credit, etc., in order to induce the people to lay in their supplies at an early date.

REGINA, July 20th, 1907.

I have no doubt that, after the West's experience in fuel shortage last winter, you are fully alive to the importance of having as much coal stocked up by the dealers, and their customers during the summer months as the transportation companies can handle, and the miners can turn out.

In order to assist, if possible, towards this desired end, I have been in correspondence and in conference with some of the representatives of both railways and mine owners with the result that the C. P. R. has undertaken to supply ample rolling stock to move all coal offered during the summer; while the Galt people engage to give most generous terms as an inducement for their agents to stock up at once.

I shall be glad to learn if your company is prepared to offer any inducement to dealers or their customers to stock up, such as that outlined in Mr. Nanton's letter, a copy of which, I herewith enclose.

I shall be pleased to hear of anything you may be prepared to do in this regard so that due publicity may be given to all mine owners and coal dealers alike as to their readiness to co-operate with all other interested parties in the matter of laying in generous stocks of coal for the coming winter.

Awaiting your esteemed reply,

I am,

Yours faithfully,

Commissioner of Agriculture.

It is the intention of the Minister, as soon as replies to the above have been obtained from the companies, to give the matter as much publicity as possible through the press. In this way it is hoped that at least a portion of the transportation difficulties would be reduced during the winter months.

The following is a copy of the communication referred to in the circular letter of the Hon. the Minister of Agriculture as having been received from Mr. Nanton, the Managing Director of the Alberta Railway and Coal Company:—

WINNIPEG, June 29, 1907.

Hon. W. R. MOTHERWELL,
Commissioner of Agriculture,
Regina, Sask.

Sir—

Referring to the conference we had in Winnipeg a short time ago regarding the fuel question in the Province of Saskatchewan, you will remember that I promised that every effort would be made by this Company to supply its share of the fuel required during the coming winter, and that arrangements would be made by the Company to store, during the summer months, as much coal throughout the Province as it was at all possible.

I have pleasure in advising you that we are now arranging to store a large tonnage at principal points in the Province where the Company has representatives.

To carry out these arrangements coal is being shipped, freight prepaid, to the Company's representatives and such representatives are not being called upon to make payment for either the coal or the freight until the winter or such previous time as the coal is disposed of.

Improved machinery is being installed which will enable the Company to ship Galt coal in even better condition than during previous years. Shipments from the Mine have been retarded of late on account of this fact, but we are now making every effort to increase the output, though, as you are aware, there are many difficulties in this connection on account of the scarcity of labour.

To make our efforts effective, it is necessary that the public should assist our dealers by purchasing and taking delivery of their coal early in the season.

I have the honour to be, Sir,

Your obedient servant,

(Signed) A. M. NANTON,
Managing Director.

It has been reported to the provincial government that a deposit of coal has been discovered in the country south and west of Battleford, and west of Saskatoon. The government has arranged to have this land reserved, and has, at present, a mining expert examining the property, and will take whatever action seems to be necessary to render this coal available to the settlers in that district for the coming season.

In addition to the above the government is gathering all the information obtainable relative to the coal situation with a view to taking whatever steps seem to be necessary. Everything possible will be done to remove the possibility of the experience of the province during the last winter.

THE MANUFACTURING INDUSTRY IN CANADA—CLASSIFICATION OF ESTABLISHMENTS ACCORDING TO VALUE OF PRODUCT.

STATISTICS relating to the principal manufacturing establishments in Canada during the calendar year 1905, arranged in three groups according as the value of product amounted to upward of $200,000 and under $500,000; upward of $500,000 and under $1,000,000 and upward of $1,000,000, were published by the Census and Statistics Branch of the Department of Agriculture, Canada during July. In the first group there were found to be 475 establishments, the total products of which amounted to $145,587,-183 in value, and the average value of product per establishment to $303,940. In the second group the number of establishments was 138, the total value of product $91,552,655 and the average value of product per establishment, $663,425. Of industries whose products were $1,000,000 and over per establishment, the number was shown to be 81, with a total value of product amounting to $177,273,934 and an average value of product per establishment of $1,821,-242.

Compared with the census returns of 1900, a large increase is shown in each group, amounting in the case of the second group to about 100 per cent and in the third group to considerably over that rate. In 1905, there were 62 works producing $750,000 and over, as against 24 in 1900. In the third class there were 17 works producing $2,500,000 and over in 1905 as against 6 in 1900. There were four works in 1905, producing $5,000,000 and over, whereas not one factory had reached that amount in 1900. The greatest volume of production by a single factory in 1905 was over $8,000,000; in 1900, the largest output was under $4,500,000.

NUMBER OF EMPLOYEES AND AGGREGATE WAGES PAID IN THE MANUFACTURING INDUSTRY, CANADA, 1900-1905.

A RETURN was issued by the Census and Statistics Branch of the Department of Agriculture, Canada, during July, showing the number of wage earners and the amount paid in salaries and wages int he various branches of the manufacturing industry throughout Canada in the year 1905, as compared with 1900. The return throws an interesting light on the nature and extent of the development which has taken place in this industry during the first five years of the present century, and on the increase in the numbers and scale of remuneration of the industrial population during the same period.

There were 344,033 wage earners, according to the return, employed in manufacturing establishments in Canada in 1900, receiving an aggregate of $113,249,-350 in salaries and wages. In 1905 the number of wage earners was 391,487, and the amount paid out in salaries and wages $164,394,490.

Increases in Wages and Number of Employees.

In the five years, therefore, the number of employees increased by 47,452, or 12 per cent, and the amount of wages by $51,145,140, or 45 per cent. Average

wages per employee increased by $90.74, or 27 per cent. The value of product per employee in the year 1900 was $1,398; in 1905 it was $1,832, being an increase of $434, or 31 per cent. Compared with 1890, the average wage per employee was greater in 1905 by $128.66, and the average value of product greater by $477.

Detailed Returns.

The following table includes the return, given for the several branches of the manufacturing industry in which the amount paid out in wages in 1905 exceeded $1,000,000, with comparative statistics relating to the number of wage earners and aggregate wages paid in 1900.

TABLE SHOWING NUMBER OF WAGE EARNERS AND AGGREGATF WAGES, 1900-1905 IN BRANCHES OF THE MANUFACTURING INDUSTLY, CANADA, IM WHICH AGGREGATE WAGES IN 1905 EXCEEDED $1,000,000.

Name of Kind of Industry.	Number of wage earners 1900.	Aggregate wages 1900.	Number of wage earners 1905.	Aggregate wages 1905.
Agricultural implements	6,834	$3,057,930	7,478	$3,778,804
Axes and tools	1,053	448,275	2,128	1,078,229
Boilers and engines	4,028	1,845,574	2,500	1,360,285
Boots and shoes	13,743	4,645,007	12,940	4,644,171
Bread, biscuit and confectionery	6,831	2,522,089	8,241	3,180,352
Brick, tile and pottery	6,705	1,327,533	6,490	2,044,495
Butter and cheese	6,886	1,464,110	5,956	1,743,116
Carriages and wagons	5,466	2,256,456	5,241	2,451,505
Car repairs	5,811	2,835,508	8,957	4,845,897
Cars and car works	3,147	1,286,129	7,755	3,746,219
Clothing ,men's custom	9,818	3,387,344	6,578	2,658,891
Clothing, men's factory	13,028	2,523,273	8,812	3,380,594
Clothing, women's custom	5,948	1,494,368	4,392	1,143,388
Clothing, women's factory	2,889	719,115	8,024	2,812,679
Cottons	12,029	3,547,784	10,450	3,416,412
Electrical apparatus and supplies	2,021	950,551	4,806	2,498,905
Electrical light and power	1,082	591,089	2,418	1,460,418
Fish, preserved	17,059	1,700,106	18,449	2,879,137
Flouring and grist mill products	4,251	1,985,991	5,619	3,078,167
Foundry and machine shop products	12,947	5,584,767	17,928	9,145,512
Furnishings, goods, men's	5,385	1,426,601	4,088	1,239,850
Furniture and upholstered goods	7,212	2,547,827	8,141	3,260,573
Harness and saddlery	2,509	980,772	2,227	1,083,599
Hats, caps and furs	3,894	1,392,302	4,569	1,746,754
Hosiery and knit goods	3,896	1,059,912	4,805	1,572,180
Iron and steel products	4,316	1,924,732	5,580	2,567,914
Leather, tanned, curried finished	3,981	1,630,285	3,640	1,730,965
Liquors, malt	2,473	1,354,902	2,584	1,516,552
Log products	55,802	13,755,334	54,954	21,023,919
Lumber products	8,365	3,420,357	13,336	6,256,997
Musical instruments	2,553	1,176,668	2,818	1,391,946
Paper	2,935	1,191,036	4,974	2,208,526
Plumbing and tinsmithing	4,757	1,855,445	6,807	3,316,217
Printing and bookbinding	2,836	1,135,341	5,902	3,032,926
Printing and publishing	9,481	4,671,413	9,686	5,540,885
Slaughtering and meat packing	2,416	1,020,164	2,915	1,486,173
Smelting	2,113	1,331,553	9,849	6,648,400
Sugar, refined	1,264	747,280	1,858	1,109,456
Tobacco, cigars and cigarettes	4,631	1,813,670	5,384	2,111,580
Wood pulp, chemical and mechanical	3,301	1,179.807	2,456	1,023,720
Woolen goods	6,795	2,066,320	4,642	1,508,143
All other Industries	4,120	1,436,659	3,557	1,482,294

In the above table, returns relating to number of employees and wages are given only where there are three or more works of each kind of industry. Where there are less than three, the figures are grouped under the head of "all other industries." The number of employees includes officers, clerks, workers, etc., who are paid salaries or wages for service.

RECENT INDUSTRIAL AGREEMENTS.

Agreement at Victoria, B. C., Between Hotel and Restaurant Employees and Proprietors.

DURING the month of May, 1907, the following agreement went into force at Victoria, B. C., between the local union of the Hotel and Restaurant Employees' International Alliance, and the local proprietors:

1. Waiters working in restaurants shall receive not less than $10.50 per week, ten hours to constitute a day's work, and six days to the week.
2. Waiters working in hotels and clubs shall receive not less than $35 per month, six days constituting a week's work.
3. Night waiters shall receive not less than $12 per week, eleven hours to constitute a night's work, and six nights a week's work.
4. Waitresses working in restaurants shall receive not less than $8 per week, ten hours to constitute a day's work, and six days a week's work.
5. Waitresses working in hotels shall receive not less than $30 a month, six days to constitute a week's work.
6. Overtime, 50 cents an hour, or fraction thereof.
7. Banquets, working not later than 12 p. m., $3.; after 12 p. m., $5. After work preparing for banquets, 50 cents per hour.
8. Extra shifts of ten hours, $1 per day extra to regular wages.
9. Outside work, *viz.*: fairs, parks, etc., $2 for five hours or less; $3.50 for ten hours within city.
10. Outside the city, picnics, etc., $3.50 and transportation.
11. Any waiter or waitress working the seventh day shall be fined $1.50 in event of there being available union help in the city.

Schedule of Rates for Trainmen on Central and Western Divisions of the C. P. R., System—Effective April 1, 1907.

RATES FOR MAIN LINE PASSENGER TRAINS.
(*Edmonton, Crow's Nest and Portal Sections Included as Main Line.*)

For monthly mileage of five thousand six hundred miles or less. Conductors will be paid $150 per month.
Baggagemen will be paid $88.70 per month.
Brakemen will be paid $80.70 per month.
All mileage made in excess of five thousand six hundred miles per month will be paid pro rata.

FOR BRANCH LINE PASSENGER TRAINS.

For monthly mileage of five thousand miles or less, Conductors will be paid $135.00 per month. Baggagemen will be paid $80.00 per month; brakemen will be paid $72.75 per month. All mileage made in excess of five thousand miles per month will be paid pro rata.

It is agreed that the Company will not make reduction in crews or increases in mileage for the purpose of offsetting the increase of wages given trainmen on runs as established November 1st, 1906.

Crews assigned to runs, a portion of which are passenger and the balance mixed or freight, or both, will be paid mileage rate for each class of train, but not less than the minimum passenger train rates.

RATES FOR MIXED, THROUGH FREIGHT, WAY-FREIGHT, WORK (Construction), HELPER (Pusher) SERVICE.

(*East of Crows' Nest and Laggan.*)

	Conductors.	Brakemen.
Mixed trains per mile	$3.79½	$2.58½
Through freight trains per mile	3.79½	2.58½
Way-freight trains per mile	4.18	2.86
Work (Const'n), helper (Pusher) per mile	3.79½	2.58½

(*West of Crows' Nest*).

	Conductors.	Brakemen.
Mixed trains per mile	$3.90½	$2.69½
Through freight trains per mile	3.90½	2.69½
Way-freight trains per mile	4.29	2.97
Work (Const'n), helper (Pusher), trains per mile	3.90½	2.69½

No overtime for lay-over at schedule terminals, rate for regular mixed trains on Branch Lines includes handling Way-Freight and for Passenger and Mixed Trains includes making up and setting away their assigned trains at schedule terminals where no yardmen are employed, providing their monthly mileage, including terminal switching as above, does not exceed equivalent to twenty-eight hundred miles per month.

Crews assigned to Mixed Trains will be paid for not less than 2,800 miles per month, as above; when regular monthly mileage is less the Company will have the right to ure such crews in road service up to 2,800 miles, but will not, in doing so, run them round other crews except in cases of Branch Line Mixed Crews on their own section.

Mixed Trains handling Way Freight at three or more stations will be paid Way Freight Rates.

RATES FOR YARDMEN.

Rates.	Day.	Night.
Yard foreman, per hour	$.35	$.37
Yardmen, per hour	.32	.34

Agreement between Toronto Railway Company and Employees.*

This agreement made this, the 13th day of July, 1907, between the Toronto Railway Company and the committee representing the employees of the said company; whereas the parties above have met and adjusted all differences, and have recommended that the following agreement be executed. It is further agreed as follows:—

* A special article dealing with the agreement previously in force between these parties was published in the *Labour Gazette* for July, 1904, page 71.

(1) That all matters in dispute between the company and the employees are hereby settled.

(2) For the term of three years, from the 16th day of June, 1907, the following wage schedule shall be in force; Motormen and conductors, for the first year 20 cents per hour; for the second year, 22 cents per hour; for the third year and thereafter, 23 1–2 cents per hour. Shed men (foremen), 23 1–2 cents per hour; assistant shed men, 21 cents per hour; carmakers, 20 cents per hour; motor and truck repair men, for the first year, 20 cents per hour; for the second year, 22 cents per hour; for the third year and thereafter, 23 1–2 cents per hour.

(3) The company will pay half the cost of uniforms of the motormen and conductors who have been in the company's service for a period of one year, and will provide free uniforms for motormen and conductors who have been in the company's service for a period longer than two years.

(4) The following regulations, are agreed upon as to discipline: Any employee against whom charges may be brought will be required to report when off duty to the Superintendent. His case will then be considered by the proper official of the company, and will be dealt with upon the following principle: For minor offences, he is to be warned, and after a second warning for the same offence may be suspended. For serious cases, including drunkenness, drinking in uniform or drinking on cars, destruction of property, accidents through carelessness or neglect, missing fares through neglect, or carrying friends free, using stools on portions of the route not allowed by the company, incivility to passengers and profanity upon cars, he may be suspended or dismissed at the discretion of the proper officials.

(5) Any employee against whom any charge may be brought shall have the right of appeal in person to the General Manager, and except as to a charge of dishonesty may bring with him in his interest a committee of employees.

Attendance in such capacity shall not operate to any employee's disadvantage. Any employee attending on such committee shall give due notice to his car starter or foreman, and if he be a motorman or conductor shall take his car upon reporting to his car starter and shall not be required to report in the usual course to the head roadmaster.

(6) The company will provide seats for motormen upon the cars, motormen to have the right to use such seats upon certain portions of the line.

(7) Having due regard to all the conditions of the service, the manager undertakes that the schedule shall be so arranged that the hours worked on the cars will be put in within the least number of hours practicable and consistent with the service performed by the company.

(8) It is agreed that regular and relief men as heretofore shall be paid for Sunday runs on the time schedule to them on the board for their week-day runs.

(9) The company will on application to the car starter or foreman give leave of absence to employees for a reasonable period of time when their services can be spared, and in the event of refusal of the car starter or foreman the matter to be settled by the superintendent.

(10) The company will not discriminate against employees by reason of their being members of any organization.

(11) On the lines where no office of the company is passed or adjacent an official of the company will collect and exchange fare boxes at points appointed for the purpose.

(12) It is understood that only the men in the shops required for the necessities of the service shall be compelled to work on Saturday afternoons, excepting when in the opinion of the management the services of all the men or any of them are required on Saturday afternoon to meet the necessities of the business.

(13) Tools necessary for work in the motor shops will be supplied to employees. The men shall not take away tools from the shops and shall be responsible for breakages or loss occasioned by negligence. Men must return said tools in good condition. In default of doing so they must pay for the same.

(14) The men in the motor shops and its branches shall be given five minutes in which to wash before leaving work. and any employee abusing his privilege shall be subject to suspension or dismissal.

(15) The foregoing provisions shall be in force for a period of three years from 16th June, 1907.

(16) The following provisions of the agreement of May 22, 1903, are hereby reaffirmed and shall continue in force:—To prevent loss to the company and its employees and to preserve the interests and convenience of the public the company and the employees agree not to resort to lockouts or strikes, but in the event of the parties being unable to satisfactorily adjust any differences or grievances which may arise from time to time and which if not adjusted might cause a lockout or strike, a conciliation committee shall be appointed from time to time as such differences or grievances arise, to consist of three officers of the company named by the company and three of the employees to be named by the employees and such committee shall investigate and consider such differences, and make their report thereon. If such committee shall be unable to agree the differences or griveances shall be submitted to a board of arbitration consisting of one disinterested citizen of the Province of Ontario to be appointed by the company and one disinterested citizen of the Province of Ontario to be appointed by the employees, and a third arbitrator to be appointed by these two, who shall also be a disinterested citizen of the Province of Ontario; and such board shall investigate and determine all such differences or grievances and make their award, and the award of the said board of arbitration so constituted or majority thereof, shall be final and binding as to such differences or grievances for the period fixed by such award.

Agreement between Master Builders and Bricklayers and Masons' Union at London, Ont.

It is mutually agreed by Mason Builders of London, Ont., and Bricklayers' and Masons' Union No. 5 of London, Ont., affiliated with the Bricklayers' and Masons' International Union of America, as follows:—

SECTION 1. That the wages of Bricklayers' and Masons' from date of this agreement, June 1st, 1907, shall be 43 cents per hour until May 1st, 1908; from May 1st, 1908 until May 1st, 1909 shall be 45 cents per hour; from May 1st, 1909 until May 1st, 1910 shall be 45 cents per hour.

SEC. 2. Eight hours to constitute a day's work, five days in a week, and four hours on Saturday.

SEC. 3. Except in extreme emergency no work shall be done between the hours of 5 p. m., and 8 a. m. Emergency work shall be paid at the rate of time and one-half. The shop steward and the employer shall determine what constitutes emergency work.

SEC. 4. On pay day all wages shall be paid before 12 o'clock noon, Saturday pay time to close night before pay day. All waiting time shall be paid at the rate of double time.

SEC. 5. Any member of the Journeymen's Union taking out a withdrawal card for the purpose of contracting, shall be entitled to membership only by paying an initiation fee of $16.00.

SEC. 6. The Mason Builders shall, in the employment of workmen, give preference to the members of the B. & M. I. U., the Union to be composed of strictly journeymen.

SEC. 7. The classification of work as provided in the Constitution of the Bricklayers' and Masons International Union is hereby conceded as coming under the jurisdiction of Union No. 5.

SEC. 8. That members of the Union shall bind themselves at all times to pay strict attention to contemplated builders, and use every means and influence to have them employ none but Union builders.

SEC. 9. Any dispute arising between employer and employee, parties to this agreement, no strike or stoppage of work shall be permitted. Disputes that cannot be settled by the shop steward at once shall be referred to a joint arbitration committee whose decision shall be final, said decision to be rendered within 48 hours after all evidence has been presented, bearing upon the question in dispute.

SEC. 10. Where there is any dispute between a contractor and the proprietor no member of the Union when officially notified, shall continue to work on the job in dispute until otherwise instructed by order of the Joint Arbitration Committee.

SEC. 11. The Mason Builders shall be furnished with sufficient copies of the Union Constitution and By-Laws, so that each one may be in possession of one, the same to be at all times binding. The Contractor and members of No. 5 shall be furnished with a copy of the agreement, and the rules.

SEC. 12. All work done between 12 o'clock noon on Saturday and 12 o'clock midnight shall be paid time and a half; from then to 8 a. m. Monday morning also Labor Day and Christmas shall be charged double time.

SEC. 13. All repair work done by owners by the day shall be charged 10 cents per hour extra. This shall not apply to mills, factories, city or government work.

SEC. 14. Cutting of openings, etc., in brick or stone walls where a hammer or chisel are used shall be done by members of the Union.

SEC. 15. This agreement shall stand in full force and effect until May 1st, 1910; any changes desired by either party, notice thereof in writing shall be given three months previous to the date of its expiration.

Agreement between the Master Plumbers and the Operative Plumbers, Steamfitters, Gas Fitters and Steamfitter-Helpers of Calgary.

The following agreement was arrived at as a result of a reference to the Board of Arbitration of certain matters in dispute between the parties.*

CLAUSE 1. The hours of labour shall be from 8 a. m. to 5 p. m. with one hour for dinner, during the months of January, February, March, April 1908, and November and December 1907, and nine hours a day, with one hour for dinner, except Saturday, which will be five, during the other months of this Agreement.

CLAUSE 2. The minimum rate of wage to all Journeymen shall be 51½ cents per hour. Steam-fitters' helpers to receive not less than 30 cents per hour R. A. B.

CLAUSE 3. All overtime to be paid at the following rates: From limit of time as agreed in clause 1, shall be time and one-half. Sundays and legal holidays, which shall be New Year, Good Friday, Victoria, Dominion, Labour, Thanksgiving and Christmas Days, double time.

CLAUSE 4. That employers sending men out of the city to work, pay all railroad and travelling fare, also any extra expenses that would be incurred in the way of board and lodging.

CLAUSE 5. Time travelling shall be paid at the same rate as regular days labour, and when travelling at night, day labor wages will be paid for number of hours up to 8 or 9, as per Clause 1.

CLAUSE 6. No apprentice to be allowed to use the tools until be has served three years and passed an examination satisfactorily to both parties to this agreement. That five years be deemed the term of apprenticeship, one apprentice to be allowed for the first three Journeymen Plumbers, and one to each two additional Journeymen Plumbers.

CLAUSE 7. Steam-fitters' helpers to serve a period of four years, and must pass an examination before they are allowed to use the tools, and only one Steam Fitters' Helper to be employed to each Journeyman Steam Fitter and every employer, except in the case of heavy lifting, such as boiler and radiators, when required.

CLAUSE 8. Wages to be paid weekly.

CLAUSE 9. In case any grievance should arise as committee from the Union waiting on a committee of the employers to settle such grievance and failing an agreement said grievance to be submitted to the Board of Arbitration for settlement.

CLAUSE 10. That this Agreement comes into effect on the First day of July, 1907, and remain in force and binding until the First day of July 1908, and shall continue to be in force for terms of the same duration until notice has been given in December prior to the expiration of any such years Agreement.

*For statement *re* nature of dispute see report of Calgary, Alta, correspondent, and article dealing with trade disputes of the month in present issue.

Agreement in the Allied Printing Trades, Toronto, Ont.

The following is a copy of the main features of an agreement which went into effect on July 1, 1907, between the employers and the allied printing trades of Toronto, Ont.:—

This agreement made this 22nd day of May, 1907, between the Master Printers and Bookbinders' Association of Toronto, of the first part, and the allied printing trades of Toronto, including therein, Toronto Typographical Union, No. 91; Bookbinders' Local Union, No. 28; Pressmen's Union, No. 10; Stereotypers' and Electrotypers' Union, No. 21; Feeders' and Assistants' Union, No. 1; Mailers' Union, No. 5, and Bindery Women's Union, No. 34, of the second part.

The offices now comprising the Master Printers' and Bookbinders' Association of Toronto, and any offices that may join that association during the currency of this agreement, and all offices, whether the association remain in existence during such term or not, which conform to the scale of wages and hours herein defined, are hereby guaranteed industrial peace in connection with the matters covered by this agreement by any of the unions included as above amongst the parties of the second part, so long as the conditions of this agreement are adhered to.

This agreement shall be and extend over the period of five years, commencing the first day of June, 1907.

The length of service for apprentices shall be five years, except feeders and bindery women, which shall be three years.

An apprentice's time may in any particular case be extended by arrangement with the union affected. It is agreed that during the term of his apprenticeship, it shall be the duty of the employer and employees to see to it that he shall have an opportunity to become proficient, any complaint shall be arranged under clause 11 of the agreement.

MEN AND WOMEN.

The distinction between male and female labour shall be governed by the same conditions as heretofore.

The standard hours of work each week shall be 48 for compositors (hand and machine), bookbinders, bindery women, pressmen, feeders, stereotypers and electrotypers and mailers, and such work shall be completed between the hours of 7.45 a. m. and 5.30 p. m. each week day except Saturday, when work shall cease at 12 o'clock noon, it being understood that the employer is entitled to the full 48 hours' work per week.

Work done on the following holidays shall be paid for at double rate; New Year's Day, Good Friday, Victoria Day, Dominion Day, Civic Holiday, Labor Day, Thanksgiving Day, and Christmas Day.

In case any difference should arise at any time during the currency of this agreement as to the true intent and meaning of any matter or thing covered or intended to be covered by it, or in case of discord or lack of harmony among employees, and which cannot be settled between the employer and a committee of two from the organization affected, the dispute shall be referred to an arbitration committee composed of three employers and three employees, only one of each which shall belong to the trade affected, and the decision of this committee shall be final and binding on both parties.

COMPOSITORS.

SCALE OF WAGES.

Compositors and all journeymen printers, not otherwise specially specified shall receive not less than from June 1, 1907, to January 1, 1909, $15; from January 1, 1909, to June 1, 1911, $16; from June 1, 1911, to June 1, 1912, $17.

Proofreaders shall receive the same remuneration. (Copyholders shall be allowed to revise proofs that have been read by the proofreader.)

Piece composition (agate to small pica, 5½ point to 11 point), from June, 1907, to January, 1909, 40 cents per thousand ems; from January, 1909, to June, 1911, 43 cents per thousand ems; from June, 1911, to June, 1912, 46 cents per thousand ems.

Overtime shall be during the first four hours after quitting time, but no one shall work more than three hours at time and one-third rate on any particular day. After these hours double time.

All odd hours of temporary employees less than a day's work shall be paid at the rate of 45 cents per hour.

DOUBLE FOR HARD WORDS.

All work such as algebraical, euclid, medical, astronomical, arithmetical, dictionaries, spelling books and other than plain English, to be double price.

When compositors on piece are ordered to remain in the office unemployed, they shall be paid at the regular time or overtime rates, as the case may be.

All work by piece hands required after regular working hours to be paid for at rate of one-third extra over piecework scale.

Any works printed with figures, accents or vowels, superior letters or figures, references (as in classical works or the Bible), and where capitals, small capitals, italics, display type or figures run in with the body of the matter are profusely used, shall be set on time.

Apprentices to compositors.—Two to the first five journeymen, and one to each subsequent four or major fraction thereof.

MACHINE SCALE.

For day work, book and job office operators, machines and casters, shall receive at rate of $17.20 for each week's work from June 1st, 1907, to January 1st, 1909; from January 1st, 1909, to June 1st, 1911, $18.35; from June 1st, 1911, to June 1st, 1912, $19.50.

For all night staffs the rate shall be 15 per cent over day rates, and the night shift shall consist of 48 hours per week. If day men are required for less than a continuous week, they shall be paid at overtime rate of time and one-half.

Where three shifts are employed two of them shall be considered night work.

Overtime shall be during the first four hours after quitting time, but no one shall work more than three hours at the time and one-half rate on any particular day; after these hours, double time.

Any more liberal rules adopted by the I. T. U. during the life of this agreement with respect to apprentices on composing machines shall become operative under this agreement.

A journeyman may, by mutual arrangement with his employer, go on the composing machine for six months at two-thirds the machine scale; the said six months need not be continuous, but must be completed during one year.

PRESSMEN.

The current rate of wages for a standard week's work shall be $16.50 from June 1, 1907, to January 1, 1909; January 1, 1909, to June 1, 1911, $17.50; June 1, 1911, to June 1, 1912, $18.50.

Cylinder press feeders shall receive at the rate of $10.50 per week from June 1, 1907, to January 1, 1909; January 1, 1909, to June 1, 1911, $11.20; June 1, 1911, to January 1, 1912, $12.25.

Overtime for pressmen and feeders shall be during the first four hours after quitting time on any particular day, but it shall be optional for the employer to take off time for a meal up to one hour.

The scale of wages for overtime to pressmen and feeders shall be paid for at the rate of time and one-third, after these hours double time.

All night staffs shall be paid for at the rate of 15 per cent. advance over the day rate, hours to be the same as in day work. A man changed from day to night staff to have a clear day off.

Apprentices to the pressmen, one to each four or fraction thereof, apprentices to the feeders, one to first five, and one to each six additional or fraction thereof.

THREE YEARS APPRENTICESHIP.

The Pressmen and Feeders' Union agree that no application for membership in their organization shall be considered unless three years' apprenticeship has been served at the business, and proved by the applicant.

It is agreed that in all future negotiations that the rate for feeders shall be established at two-thirds the rate paid to pressmen.

It is agreed that the operation of two Harris presses shall be the work of a journeyman pressman. A journeyman pressman may operate one Platen press in conjunction with one Harris automatic.

BOOKBINDERS.

The current rate of wages for a standard week's work shall be $15.00 from June 1, 1907, to January 1, 1909; January 1, 1909, to June 1, 1911, $16.00; June 1, 1911, to June 1, 1912, $17.00.

Overtime for bookbinders and bindery women sahll be during the first four hours after quitting time, but no one shall work more than three hours at the time-and-one-third rate on any particular day. After these hours, double time.

Apprentices to the bookbinders.—One to first three, two to first five, three to first nine, one to each additional four.

All night staffs shall be paid 15 per cent. over the day scale, and shall be for at least one week at a time, one clear day off to be taken between changing from day to night shift.

BINDERY WOMEN.

Bindery women shall be paid at the rate of $5.50 per week, June 1, 1907, to June 1, 1909; January 1, 1909, to June 1, 1911, $6; June 1, 1911, to June 1, 1912, $6.50.

The above prices shall be paid from June 1st, 1907, to January 1st, 1909.

January 1st, 1909, to June 1st, 1911, increased in the ratio of 15 to 16.

June 1st, 1911, to June 1st, 1912, increased in the ratio of 16 to 17.

Apprentices to Stereotypers and Electrotypers—One to each branch of the business (*i. e.* one to the founder, one to the finisher). The helpers' duties shall be con-

fined to casting wax, sawing up casts, putting on the battery, cleaning plates, running roughing machines and Daniel's planer. There shall be no limit to the number of these helpers so long as their work is confined to these branches. When two or more men are continuously employed in any boiler-plate department one apprentice shall be allowed.

Forty-two hours shall constitute a week's work at night for stereotypers employed on boiler-plate work.

Overtime for electrotypers and stereotypers shall be paid for at the rate of time and one-half up to five hours after quitting time, but it shall be optional for the employee to take off time for a meal up to one hour; after these hours double time.

MAILERS.

(BOOK AND JOB.)

The current rate of wages for a standard week's work shall be $15 from June 1, 1907, to June 1, 1909; January 1, 1909, to June, 1911, $16; June 1, 1911, to June, 1912, $17.00.

Overtime for the mailers shall be paid for at the rate of time and one-half up to five hours after quitting time, but it shall be optional for the employee to take off time for a meal up to one hour; after these hours double time.

Apprentices to Mailers—One apprentice where one or more mailers are continuously employed.

The wages of stereotypers and electro-platers from June 1, 1907 to January, 1909, are $20 per week for foremen; $18 for finishers and moulders; $15 for other moulders, and $15 for stereotypers. From January, 1909 to June 1911, foremen will receive $21.35; finishers and moulders $19.20; moulders and stereotypers, $16. From June, 1911 to June, 1912, the scale will be $22.00 for foreman; $20.40 for finishers and moulders; for other moulders and stereotypers $17.00.

The agreement is signed on behalf of the Master Printers and Bookbinders' Association, by S. R. Hart, Atwell Fleming, A. F. Rutter, F. Diver, Richard Southam, and Douglas S. Murray.

The representatives of the several labour organizations signed in this order:—J. W. Hayes, First Vice-President of the International Typographical Union; Wm. Glockling, of the International Bookbinders' Union; Edward Randall of the International Printing Pressmen's Association, and W. S. McDougall, of the International Stereotypers' and Electroplaters' Union.

The following is the newspaper scale of prices which went into effect on the same date as the above:—

MORNING NEWSPAPERS.

SECTION 1. Operators, "ad" men, make-ups, bankmen, heading men and head proofreader (no present head proofreader to be disturbed), shall receive not less than three dollars and fifty cents ($3.50) per night or twenty-one ($21.00) per week; seven and one half hours (7½) to constitute a night's work; overtime, sixty cents (60c.) per hour. After an operator sets the following number of ems of type he shall receive the following bonuses on all further product:

Brevier (or larger types to be measured Brevier), 35,800 ems per night, or 215,000 ems per week, bonus price, nine and one half cents (9½c.) per thousand ems.

Minion, 39,000 ems per night, or 234,000 ems per week, bonus price, eight and one-half cents (8½c.) per thousand ems.

Nonpareil, 41,000 ems per night or 246,000 ems per week, bonus rate, eight cents (8c:) per thousand ems.

Agate (or smaller type to be measured agate), 45,000 ems per night, or 274,000 ems per week bonus rate, srven and one-quarter cents (7¼c.) per thousacd ems.

Tabulated Matter of more than one justification, double price.

SEC. 2. "Extras" put on to work after the regular starting time, and working 5 continuous hours, shall receive a full night's pay; if working less than 5 hours, they shall receive overtime rates. The regular quitting time of "Extras" shall be with the regular staff.

EVENING NEWSPAPERS.

SEC. 3. Operators, "ad" men, make-ups, bankmen, heading men and head proofreader (no present head proofreader to be disturbed), shall receive not less than three dollars and seventeen cents ($3.17) per day of eight hours, or nineteen dollars ($19.00) per week; overtime, fifty cents (50c.) per hour. After an operator sets the following number of ems of type he shall receive the following bonuses on all further product:

Brevier (or larger types to be measured brevier), 39,500 ems per day, or 237,000 ems per week, bonus rate to be eight cents (8c.) per thousand ems.

Minion, 41,000 ems per day, or 247,000 ems per week, bonus rate to be seven and one-half cents (7½c.) per thousand ems.

Nonpariel, 45,800 ems per day, or 275,000 ems per week, the bonus rate to be seven cents (7c.) per thousand ems.

Agate (or smaller type to be measured agate), 51,100 ems per day, or 307,000 ems per week, the bonus rate to be six and one-quarter cents (6¼c.) per thousand ems.

Tabulated Matter of more than one justification, to be double price.

SEC. 4. "Extras" put on to work after the regular starting time, and working 5 hours, shall receive a full day's pay; if working less than 5 hours, they shall receive overtime rates. The regular quitting time of "Extras" shall be with the regular staff.

PLATE MATTER AND MATRICES.

SEC. 5. The interchanging, exchanging, borrowing, lending or buying of news matter or advertisements, either in the form of type, blocks, or matrices, between newspapers, parties to this agreement, and not owned by the same individual, firm or corporation, and published in the same establishment, shall not be allowed; provided that the reproduction within three months of such type, blocks, or matrices shall be deemed a compliance with this section. But no compositor who has been employed in the office for six successive days shall be laid off until all accumlated matrices, type, or blocks have been set. This section shall not be construed as prohibiting the loaning, borrowing, exchanging, purchasing or sale of matter or matrices or blocks on occasions of extraordinary emergency, such as fire, explosion, cyclone, or other unforeseen disaster, including the "pi" of a form or forms at a late hour, when it will be permitted without a penalty; and provided further, that this section shall not be construed as prohibiting the acceptance and use by newspapers of plates, blocks, and matrices of advertisements of establishments located outside of Toronto or of Toronto advertisers not properly considered purely local advertisers.

APPRENTICES.

SEC. 6. Each office shall be entitled to have one apprentice for each five journeymen (receiving the scale or over) or fraction of five regularly employed—*i. e.*, entitled to six days' work, and in offices where over twenty-five men are employed one additional apprentice for each ten men employed. An apprentice who completes his time before his 20th birthday shall rank as an improver and shall not receive the scale until he reaches that age.

SEC. 7. It shall be the duty of the foreman and members to teach apprentices every part of the printing business, and the duty of the chairman to see that this is done;

and an apprentice may appeal to the Executive Committee if he deems an injustice is done him.

SEC. 9. Regularly employed apprentices in machine offices shall be privileged to practice on machines during all of the last three months of their apprenticeship at such times as the foreman approves.

GENERAL.

SEC. 10. Foremen must be active members of this Union, but existing conditions not to be interfered with.

SEC. 11. The foreman shall have full control of operators, machinists and other employees.

SEC. 12. Only journeymen members of this Union in good standing shall be employed in the composing room, in consideration of which the Union agrees to furnish on demand competent men to fill all office requirements.

SEC. 13. Six successive days' work shall constitute a situation; no situation of less number of days shall be allowed. [The selection by foremen of their forces from day to day, or not having any regular situation in an office, is prohibited. Foremen must give out such minimum number of situations as are needed to meet office requirements. Employment other than a regular situation shall be classed as extra work.—*I. T. U. Law.*]

SEC. 14. The foreman shall have the right to phalanx the staff in regular order. This clause to remain inoperative until the provisions of Section 5, with reference to setting matrices, have been complied with.

SEC. 15. No member of this Union shall act as operator-machinist in an office where more than three machines are run.

SEC. 16. An operator capable of setting 5,000 ems nonpariel, 4,500 ems minion, 3,500 ems brevier per hour per day shall be eligible to "sub."

SEC. 17. No person shall be eligible as a learner on machines (during working hours) who is not a journeyman printer and a member of Typographical Union, No. 91. The terms for learners on the machines shall be three months and the compensation not less than three-quarters of the regular scale.

SEC. 18. Compositors employed in office shall be privileged to practice on machines outside regular working hours, at such time as the foreman approves, for not more than two hours per day. The product of such machines shall belong to the office.

SEC. 19. An employee who desires to lay off shall not be compelled to work when a competent substitute can be had. Men may put on their own substitutes from the floor of the office, but shall give the foreman fair notice of such intention, except in case of sickness or emergency.

SEC. 20. Night work shall be between 6 p. m. and 6 a. m', and Day Work shall be between 7 a. m. and 6 p. m.; when men are required to work after 6 p. m. at least 30 imnutes shall be allowed for lunch. Where an office works three shifts, two of them shall be considered night work.

MACHINE TENDERS' SCALE.

(1) The Wage Scale for Machine Tenders shall be as follows:—

For day Work (per week), 6 machines or over, $21.00.

For Night Work (per week), 6 machines or over, $23.00.

Present machine tenders receiving more than the scale not to be reduced.

(2) Machine Tenders shall be required to work on but six (6) days—or nights—of the week.

(3) Machine Tenders employed in any office as regulars shall, under no consideration, be permitted to attend to machines in another establishment.

(4) Machine Tenders shall have jurisdiction over their assistants only.

This scale shall remain in operation for five years from July 1st, 1907.

OPPORTUNITIES OF EMPLOYMENT.

In order that skilled workmen and labourers may be made aware of opportunities of employment and the demand for labour in different parts of the Dominion, the *Labour Gazette* publishes herewitn a statement of such opportunities of employment as have been furnished to the Department of Labour by employers, contractors and others. While exercising care and discrimination in the statements which it publishes, it is to be understood that the parties who have supplied the information are alone responsible for the accuracy of it, and that beyond publishing the same for the mutual benefit of employers and employees the Department assumes no responsibility in connection with the publication. The Department will be pleased to receive for publication from persons desirous of obtaining skilled or unskilled labour in connection with any industries or trades of the country, a statement of the nature and extent of their demand. Similarly, the Department will be pleased to receive and publish on behalf of persons out of employment, statements, from labour unions or bodies of skilled or unskilled workmen of the nature and extent of the supply of labour available.

Parties desirous of profiting by the information contained in this article are requested to communicate direct with the persons concerned for further particulars, exact terms, etc., the purpose of the Department in publishing the information being solely that of making better known the demand and supply of labour.

Manufacturing.—The Charles Fawcett Manufacturing Company, Limited, Sackville, N. B., recently advised the Department that there was a scarcity in the supply of labour in the neighbourhood of Sackville, which had existed for some months, and that the Company was desirous of engaging skilled stove fitters or mounters, and could give employment to several first-class men. It was also stated that there was a large demand for unskilled labour in the vicinity, there being several manufacturing plants in urgent need of labour.

IMMIGRATION AND COLONIZATION.

IT was estimated that the number of immigrants arriving in Canada up to the middle of July was already in excess of that during the calendar year, 1906, and that the total for the present year would be in the neighbourhood of 300,000. The increase was made up wholly in the number of arrivals through ocean ports, arrivals from the United States having shown a falling off amounting to 16 per cent. as compared with 1906

Recent Immigration Returns.

Immigration through ocean ports during April and May, 1907, declared for Canada, was as follows:

IMMIGRATION BY OCEAN PORTS DURING APRIL AND MAY, 1907.

	Male	Female	Children under 12.	Total
During April:				
Immigrants ..	24,952	5,072	4,414	34,438
Returned Canadians....	1,323	143	72	1,538
Tourists.....	411	59	34	504
Total, Apr., 1907	26,706	5,254	4,520	36,480
During May:				
Immigrants ..	24,744	7,153	6,858	38,755
Returned Canadians....	1,182	219	99	1,500
Tourists.....	488	223	30	741
Total, May, 1907	26,414	7,595	6,987	40,996
Totals, 2 mos...	53,120	12,849	11,507	77,476

A summary of immigration proper through ocean ports, declared for Canada, during April and May, 1906–1907, is as follows:—

IMMIGRATION BY OCEAN PORTS APRIL–MAY, 1906–1907.

	Male	Female	Children under 12.	Total
April.....	24,972	5,052	4,414	34,438
May.....	24,744	7,153	6,858	38,755
Totals.....	49,716	12,205	11,272	73,193
Corresponding mos. of 1906..				52,794
Increase.....				20,398
Percentage of increase.....				39%

The following is a statement of immigration from the United States during April and May, 1907 compared with the corresponding period of 1906.

IMMIGRATION FROM THE UNITED STATES DURING APRIL AND MAY, 1906–07.

Through Montreal	April	140	
"	May	70	210
Through Winnipeg and outports	April	8,966	
" "	May	6,254	15,220
Customs entries April and May			1,105
Total.....			16,535
Corresponding months of 1906..			19,710
Decrease.....			3,175
Percentage of decrease.....			16%

The following is a statement of the total immigration to Canada during April and May, 1907, compared with the corresponding months of 1906.

TOTAL IMMIGRATION TO CANADA, APRIL AND MAY, 1906–1907.

1907.		
Ocean ports.....	73,193	
From United States.....	16,535	89,728
1906.		
Ocean ports.....	52,794	
From United States.....	19,710	72,504
Increase 1907.....		17,224
Percentage of increase.....		24%
Percentage of increase via ocean ports.		39%
Percentage of decrease from U. S.....		16%

TOTAL IMMIGRATION TO CANADA FROM JULY 1, 1906 TO MAY 31, 1907—11 MONTHS, COMPARED WITH CORRESPONDING PERIOD OF 1905–1906.

11 months 1906–1907.....	214,395
" 1905–1906.....	161,744
Increase 1906–1907.....	52,651
Percentage of increase.....	32%

British Immigration Returns.

During the month ended May 31, 1907, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING MAY 1907–1906.

Nationalities.	1907	1906
English	16,230	16,454
Scotch	6,296	2,892
Irish	1,316	806
Total of British origin	23,842	20,152
Foreign	3,523	3,678
Total	27,365	23,830

During the five months of the calendar year ended May 31, 1907, the total number of passengers leaving the United Kingdom for British North America was as follows:—

EMIGRATION FROM GREAT BRITAIN FROM JANUARY 1 TO MAY 31, 1907–1906.

Nationalities.	1907	1906
English	51,122	43,097
Scotch	17,702	9,898
Irish	3,309	2,015
Total of British origin	72,133	55,010
Foreign	10,907	9,016
Nationality not distinguished		14
Total	83,040	64,040

Homestead Entries During June, 1907.

The following statement shows the number of homestead entries made in June, 1907, compared with June, 1906:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF JUNE, 1907, AS COMPARED WITH JUNE, 1906.

Agency.	1907	1906	Increase	Decrease
Battleford	663	942	.....	279
Brandon	14	12	2	
Calgary	89	133	.....	44
Dauphin	72	60	12	
Edmonton	416	522	.....	106
Estevan	75	298	.....	223
Humboldt	276	.....	276	
Kamloops	17	10	7	
Lethbridge	324	211	113	
Minnedosa	.....	29	.....	29
Moose Jaw	654	.....	654	
New Westminster	1	2	.....	1
Prince Albert	416	275	141	
Regina	225	1,796	.....	1,571
Red Deer	215	434	.....	219
Winnipeg	65	114	.....	49
Yorkton	1,052	531	521	
Total	4,574	5,369	1,726	2,521

It will be seen that there has been a net decrease in the number of homestead entries made in June 1907, compared with June, 1906, of 795.

A statement of the homestead entries made during the first six months of the present year compared with the corresponding period of the last calendar year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES JANUARY–JUNE, 1907–1906.

Month.	1907	1906	Increase	Decrease
January	1,111	1,903	.....	792
February	1,033	2,036	.....	1,003
March	1,589	4,018	.....	2,429
April	2,594	6,189	.....	3,595
May	3,253	4,583	.....	1,330
June	4,574	5,369	.....	795
Total	14,154	24,098	.....	9,944

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of June, 1907, were as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING JUNE, 1907.

Nationalities.	No. of Entries.
Canadians from Ontario	622
" Quebec	67
" Nova Scotia	26
" New Brunswick	11
" Prince Edward Island	10
" Manitoba	228
" Saskatchewan	132
" Alberta	41
" British Columbia 4, Yukon 1	5
Persons who had previous entry	387
Newfoundlanders	4
Canadians returned from the United States	77
Americans	1,128
English	678
Scotch	184
Irish	45
French	34
Belgians	18
Swiss	5
Italians	3
Roumanians	6
Syrians	
Germans	89
Austro-Hungarians	446
Hollanders	1
Danes (other than Icelanders)	11
Icelanders	17
Swedes	68
Norwegians	78
Russians (other than Mennonites and Doukhobors)	147
Mennonites	
Doukhobors	1
Chinese	1
Japanese	
Persians	2
Australians	1
New Zealanders	
Servians	1
Total	4,574

Representing 10,951 souls.

Of a total of 1,205 entries made in June by persons coming from the United States, there were 453 from North Dakota, 243 from Minnesota, 82 from South Dakota, 50 from Wyoming, 47 from Iowa, 43 from Michigan, 42 from Washington, 38 from Montana, 35 from Illinois, and 31 from Oklahoma.

Lands Patented During June, 1907.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territories, issued from the Department of the Interior during the month of June, 1907, is as follows:—

LANDS PATENTED DURING JUNE, 1907.

Nature of Grant.	June, 1907.	
	No. of Patents.	No. of Acres.
Alberta Railway and Irrigation Co.'s sales	11	4,481.00
British Columbia Homesteads	4	535.40
British Columbia sales	6	588.40
Commutation grants	1	21.90
Homesteads	1,065	169,147.18
Manitoba Act grants		
Military Homesteads	2	632.59
Mining Lands sales	1	10.00
Mineral Rights (640.40 acres)	2	
North-West Half-breed grants	11	2,227.60
Parish Sales		
Quit Claim, Special grants (160 acres)	1	
Railways:		
Calgary and Edmonton Ry.	87	85,163.94
Calgary and Edmonton Ry. (Under rights, 71,229.32 acrs.)		
Canadian Northern Ry.	1	463.04
Can. Pac. Ry. grants	90	190,122.05
Can. Pac. Ry. grants, Souris Branch	33	68,648.40
Man. South-western Col. Ry. Co.	7	2,080.00
Qu'Appelle Long Lake & Sask. Rd. & Steamboat Co.	2	623.34
Sales	39	3,527.21
School Lands sales	10	1,469.80
Special grants	35	2,384.03
Yukon Territory Sales	2	120.00
Totals	1,410	532,245.88

In June, 1906, the number of patents issued was 1,341, covering an area of 392,298.89 acres, showing an increase during the month of June, 1907, of 69 in the number of patents issued, and of 139,946.99 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada North-West Land Company, Limited, during the month of June, 1907, compared with the month of June, 1906, and from the beginning of the present calendar year to June 30, compared with the same period of 1906:—

LAND SALES OF CANADA NORTH-WEST LAND COMPANY, LIMITED.

	Acres.	Price obtained.
June, 1907	1,601.15	$ 19,211.60
June, 1906	5,255.12	57,685.30
Decrease, 1907	3,653.97	$ 38,473.70
From Jan. 1 to June 30, 1907	11,477.44	128,462.48
From Jan. 1 to June 30, 1906	39,491.78	359,326.09
Decrease, 1907	28,014.34	$230,863.61

Notes.

Additional arrivals of *Chinese* immigrants were reported at Vancouver. A number of *Japanese* also entered Canada from Honolulu.

It was stated that up to the present time 19,000 children had been sent to Canada from the *Barnardo homes*.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING JULY, 1907.

The following is a list of contracts awarded by the Department of Railways and Canals, the Department of Public Works, Canada, and the Department of Marine and Fisheries which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Railways and Canals.

STRAIGHTENING, deepening and widening the Channel west of the Upper Entrance of the Galops Canal. Date of contract, July 25th, 1907. Amount of Contract, Schedule rates. Contractor, M. A. Cleveland.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 12 hours.
Dredge engineer	$100.00 per month and board.
" fireman	50.00 " "
" craneman	90.00 " "
" deckhands	35.00 " "
" cook (female)	30.00 " "
" assistant cook (female)	20.00 " "
Tug captain	100.00 " "
" engineer	80.00 " "
" fireman	40.00 " "
" deckhands	35.00 " "

Construction of Station at Milnekek, Que. Date of Contract, July 23, 1907. Amount of Contract, $1,295.00.

Contractors, Louis A. Cloutier and Phileas Gaudreau, of L'Islet, Que.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per Day of 10 Hours.
Foreman	$2.25
Painters and glaziers	1.75
Labourers	1.25
Carpenters	1.75
Bricklayers	2.50

Construction of extension to Wharf at Souris, P. E. I., Date of Contract, July 23, 1907. Amount of Contract, $55,830. Contractor, Emil A. Wallberg, Montreal, Que.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages.
Carpenters	$ 1.50 per day of 10 hours.
Wharf carpenters	1.50 "
Concrete mixers	1.50 "
Reinforcement setters	1.50 "
Stationary engineer	2.00 "
" fireman	1.35 "
Dredge captain	45.00 per month & board.
" engineer	50.00 "
Labourers	1.25 per day of 10 hours.
Driver, 1 horse and cart	2.00 "
Driver, 2 horses	3.00 "

Construction of extension of Railway Wharf at Charlottetown, P. E. I. Date of Contract, July 23, 1907. Amount of Contract, $141,350.00. Contractors, D. W. B. Reid and Lewis Archilbald, Halifax, N. S.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys, so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Railways and Canals and proof, thereof, satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys, at any time, payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

August 1st, 1907.

Construction of Concrete Dam and Highway Bridge at Buckhorn, Ont., Date of contract, July 2, 1907. Amount of contract, schedule rates. Contractors, E. Conroy and D. Conroy.

FAIR WAGES SCHEDULE

Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Labourers	$1.75
Carpenters	2.00
Stonecutters	3.60
Masons	3.60
Team, wagon & teamster	3.50

Department of Public Works.

Public wharf at East Templeton, Que.; name of contractor, John Lowrey, Ottawa, date ol Contract, July 25, 1907. Amount of Contract, $6,994.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Engine man for pile driver	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Labourers	1.50
Driver with 1 horse and cart	2.00
Driver with 2 horses and wagon	3.00

Alterations and additions to public building at Sarnia, Ont.; name of contractors, Robert Corrick & Son, Sarnia, Ont.; date of contract, July 30,1907; amount of contract, $7,200.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Carpenters	$2.25
Joiners	2.25
Stair builders	2.25
Bricklayers	3.60
Masons	3.60
Stonecutters	3.60
Plasterers	3.60
Lathers	0.03 per yard
Builders' labourers	2.00
Painters and glaziers	2.25
Plumbers	2.25
Steamfitters	2.25
Metal roofers	2.00
Tinsmiths	2.00
Wirers or electricians	2.25
Ordinary labourers	1.75
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	3.50

Department of Marine and Fisheries.

Construction of wooden lighthouse to replace the mast light on Little Belledune Point, County of Restigouche, N. S.; date of contract, March 20, 1907; name of contractor, Samuel Gammon, Bathurst, N. B.; amount of contract, $1,100.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.50
Painters	1.50
Masons	2.25
Bricklayers	2.50
Labourers	1.25

Construction of wooden and concrete pier at Spruce Island Shoal, Georgian Bay, Ont.; date of contract, April 23, 1907; name of contractor, Thomas R. White, Parry Sound, Ont.; amount of contract, $12,875.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Concrete workers	$1.75
Divers	10.00
Carpenters	2.50
Labourers	1.75

Construction of wooden lighthouse at Ports St. Martin, Saguenay River, County of Chicoutimi, Que., date of contract, April 16, 1907; name of contractor, Georges Bergeron, Chicoutimi, Que.; amount of contract, $597.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Painters	1.75
Masons	2.50
Bricklayers	3.50

Construction of two wooden lighthouse towers at Glace Bay, N. S., date of contract, June 3, 1907; name of contractor, Angus McAskill, Glace Bay, N. S., amount of contract, $1,375.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Carpenters	$2.00
Painters	2.00
Bricklayers	3.00
Concrete workers	1.65
Labourers	1.50

The maintenance of a wrecking plant for the coastal waters of the Maritime Provinces, with headquarters at Sydney, N. S., during the months of open navigation in that harbour, and at Louisburg, N. S., during the winter months. Name of contractors The Dominion Coal Company of Glace Bay, N. S.; date of contract, May 1, 1907; amount of subsidy to be paid the Company for maintaining the plant, $10,000 per annum.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Divers	$4.00
Steam pump engineers	2.25
Steam pump, Asst., engineers	2.00
Craneman	2.50
Steam derrick men	2.00
Extra men	1.50

Post Office Department.

The following orders for supplies are given, subject to the regulations for the suppression of the Sweating System:

The securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amt. of Order.
Making metal dating stamps and type, and making other hand stamps of brass crown seals	752.35
Making and repairing rubber dating stamps and type; also other stamps	31.60
Supplying stamping material and wooden boxes and repairing stamping pads	762.70
Making and repairing Post Office scales	668.00
Supplying mail bags	4,219.00
Repairing mail bags	1,168.18
Making and repairing mail locks and supplying mail bag fittings	307.15
Supplying Railway Mail Clerks' tin travelling boxes and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes and parcel receptacles	155.70
Making and repairing miscellaneous articles of postal stores	15.50
Making up and supplying articles of official uniform	3,902.30

E. R. ASCHINEGS,
Asst. Deputy Postmaster General.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JULY, 1907.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnisIng the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 391 individual workpeople in Canada during the month of July, 1907, were reported to the Department of Labour. Of these, 124 were fatal and 267 resulted in serious injuries. In addition, six fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before July, 1907. The number of fatal accidents reported in July, 1907, was 32 less than in the previous month and 24 more than in July, 1906.

Of 203 returns received during the month giving the ages of the victims of industrial accidents, 39 referred to persons under twenty-one years of age, 41 to persons between twenty-one and forty-five; 13 to persons over forty-five; 110 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING JULY, 1907, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed	Injured	Total
Agriculture	18	26	44
Lumbering	12	12	24
Mining	14	19	33
Building trades	2	31	33
Metal trades	8	53	61
Woodworking trades	1	12	13
Printing trades	...	2	2
Clothing trades	...	2	2
Textile trades	2	4	6
Food & tobacco preparation	4	9	13
Railway service	26	25	51
Navigation	12	10	22
General transport	8	21	29
Civic employees	2	7	9
Miscellaneous	14	19	33
Unskilled labour	1	15	16
Total	124	267	391

Nature of Fatalities and Accidents.

The chief disasters of the month were the killing of eight persons by the collapse of a building in London, Ont; the drowning of six members of the crew of the steamer Mount Royal on the Skeena river, B. C.; the crushing to death of three miners by a runaway car at North Sydney, N. S.; the killing of an engine crew by an explosion near Simcoe, Ont.; the drowning of three river drivers in the St. John River, N. B.; the drowning of three loggers near Reed station, Que.; the crushing to death of two men in a plaster quarry near Windsor, N. S.; the drowning of two river men in the Kootenay river, B. C., and the drowning of two bridge builders at Kaministiquia, Ont.

Collapse of Stores at London, Ont.

At London, Ont., on the afternoon of July 16, 1907, a building known as Reid's Crystal Hall, occupied as a crockery store and as a clothing store, collapsed while undergoing alterations, burying twenty persons in the ruins. In its fall, a neighbouring building, occupied in the upper stories as a photographic gallery and on the ground floor as a fancy store, was carried down. Eight persons were killed and twelve seriously injured. Among the killed were two merchants, the manager of the fancy store and two clerks. Among the injured were seven employees.

Explosion of Engine near Simcoe, Ont.

On the evening of July 25, 1907, a Wabash engine, No. 1894, exploded a mile and a quarter east of Simcoe, Ont., instantly killing an engineer and a brakeman, and fatally injuring a fireman, who died on July 27. An investigation was in progress during the closing days of the month into the cause of the accident.

Wreck of the Steamer "Mount Royal" on Skeena River.

On July 8, the stern wheel steamer "Mount Royal," operated by the Hudson Bay Company on the Skeena river, B. C., between Hazleton and Essington, struck the rocks off Ring Bolt Island in Kitselas Canyon and went to pieces. The passengers were saved, but six members of the crew lost their lives.

Fatality at No. 4 Colliery, North Sydney, N.S.

On July 8, while three miners were working in colliery No. 4 of the Nova Scotia Steel Company, Sydney Mines, N. S., they were crushed to death by a runaway box which swept down the steep incline from the mouth of the pit to the deep, 400 feet, giving the victims no chance of escape.

Drowning of Three River Drivers in the River St. John, N.B.

On July 4, six employees of a lumber company embarked in a sail boat on St. Croix Lake, St. John River. When some distance from the shore, a squall arose and capsized the boat. Three of the men became entangled in the sail and were drowned, the three others escaping.

Fatality near Reed Station, Que.

On July 5,three loggers, in trying to escape from a forest fire near Reed station, sixty miles from Quebec, Que., rushed into a lake and were drowned.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 45.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JULY, 1907.

Trade or Industry.	Locality.	Date.	No. Killed	Cause of Fatality.
Agriculture—				
Farmer	Brighton, Ont.	July 5	1	Struck by train at crossing.
"	Tweed, Ont.	" 14	1	Run over by mowing machine.
"	Eastman's Springs, Ont.	" 12	1	Fell from train.
"	Wingham, Ont.	" 15	1	Drowned, canoe upset.
"	Kincardine, Ont.	" 20	1	Fell from load of hay.
"	Oka, Que.	" 19	1	Caught in gear of wind mill.
"	Albion Tp., Ont.	" 19	1	Struck by arm of steam capstan.
"	North Augusta, Ont.	" 22	1	Blown from load of hay in storm.
"	Lockport, Ont.	" 26	1	Found dead on hay rake.
"	Wetaskiwin, Alta.	" 23	1	Drowned.
"	Oberan, Man.	" 20	1	Fell from vehicle.
"	Bedford, Que.	" 23	1	Fell on head from vehicle.
Farm hand	Marquette, Man.	" 1	1	Drowned.
"	Ingersoll, Ont.	" 21	1	Struck by train.
"	Britannia, Ont.	" 23	1	Struck by train.
Farmer's son	Salisbury, N. B.	" 3	1	Kicked by a horse.
"	Brampton, Ont.	" 20	1	Kicked by a colt.
Lumbering—				
Logger	St. John River, N. B.	" 8	2	Drowned, sailboat swamped.
"	Reid Station, Que.	" 5	3	Drowned, rushed into lake from forest fire.
"	Wardner, B. C.	" 2	2	Drowned, boat capsized.
"	Wellington Channel, B. C.	" 4	1	Drowned, while log rolling.
"	Gilbert Island, B. C.	" 13	1	Struck by falling tree.
"	Menzie's Bay, B. C.	" 15	1	Struck by falling tree.
Saw mill hand	Montreal, Que.	" 9	1	Fell on circular saw.
Pulp mill hand	Brockville, Ont.	" 25	1	Fell into pulp digester.
Mining—				
Miner	Glace Bay, N. S.	" 4	1	Struck by runaway coal box.
"	Sydney Mines, N. S.	" 6	3	Crushed to death by runaway box car.
"	Fernie, B. C.	" 23	1	By explosion of gas.
"	Cumberland, B. C.	" 21	1	Fell off the trip.
"	Windy Arm, Y. T.	" 11	1	Fell down precipice.
"	Phœnix, B. C.	" 8	1	Fell down chute.
Engineer at mine	Tweed, Ont.	" 23	1	Caught between fly wheel and shafting.
Prospectors	Marysville, B. C.	" 16	2	Drowned, canoe upset.
"	Abitibi River, Ont.	" 18	1	Drowned, canoe upset.
Quarryman	near Windsor, N. S.	" 8	2	By fall of earth and stone.
Building Trades—				
Carpenter	Nicolet, Que.	" 15	1	Fell from 3rd story of building.
"	Welland, Ont.	" 8	1	Sunstroke.
Metal Trades—				
Riveter	Toronto, Ont.	" 30	1	Fell 20 feet to concrete pier.
Rolling mill employee	Hamilton, Ont.	" 26	1	Bar of iron fell on head.
Bridge workers	Kaministiquia, Ont.	" 11	2	Drowned, scaffold fell into river.
Electrical worker	Toronto, Ont.	" 8	1	Fell from 30 foot pole.
"	Toronto, Ont.	" 10	1	Fell 7 stories in elevator shaft.
"	Niagara Falls, Ont.	" 2	1	Derrick fell on him.
"	St. Joseph des Cedres, Ont.	" 19	1	Contact with live wire.
Woodworking Trades—				
Woodworker	Winnipeg, Man.	" 5	1	Fell down elevator shaft.
Textile Trades—				
Woolen mill hand	Midland, Ont.	" 17	2	Explosion of gas.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 45.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JULY, 1907.

Trade or Industry.	Locality.	Date.	No. Killed	Cause of Fatality.
Food and Tobacco Preparation—				
Cigar maker	Toronto, Ont.	July 6	1	Collision between express and street car.
Sugar refinery hand	Wallaceburg, Ont.	" 15	1	Caught between cars in yard of refinery.
Chocolate factory hand	Montreal, Que.	" 20	1	Fell down elevator shaft.
Beer driver	Hull, Que.	" 20	1	Contact with live wire in cellar.
Railway Service—				
Engineer	Englehart, Ont.	" 10	1	Engine turned over, falling on him.
"	near Rainy River, Ont.	" 8	1	Derailment of engine.
"	East Toronto, Ont.	" 23	1	Run over by train.
"	Simcoe, Ont.	" 27	1	Explosion of engine.
Switchman	Windsor, Ont.	" 29	1	Run over by train.
Brakeman	Hochelaga, Que.	" 5	1	Run over by train.
"	Calgary, Alta.	" 30	1	Run over by train.
"	Simcoe, Ont.	" 27	1	Explosion of engine.
"	Perth, Ont.	" 25	1	Run over by train.
Fireman	St. Thomas, Que.	July 5	1	Fell from train on bridge 80 feet.
"	Near Rainy River, Ont.	" 7	1	Derailment of train.
"	Toronto, Ont.	" 23	1	Run over by engine.
"	Simcoe, Ont.	" 27	1	Explosion of engine.
Express messenger	Brook Station, Alta.	" 1	1	Explosion of acetylene gas tank in wreck.
Trackman	West Bay Station, N. S.	" 2	1	Run over by train.
"	Dorval, Que.	" 6	1	Struck by train.
"	St. Thomas, Ont.	" 16	1	Run over by engine.
"	London, Ont.	" 19	1	Run over by engine.
"	Midland, Ont.	" 22	1	Struck by train.
Trackman	Britannia, Ont.	" 23	1	Run over by train.
C. P. R. Surveyor	Woodbridge, Ont.	" 8	1	Run over by train.
Cook in boarding car	Port Credit, Ont.	" 19	1	Fell from train.
Yard foreman	Barrie, Ont.	" 29	1	Run over by train.
Railway contractor	Parry Sound, Ont.	" 15	1	Drowned, boat capsized.
Car cleaner	London, Ont.	" 16	1	Run over by train.
"	North Bay, Ont.	" 22	1	Caught between cars.
Navigation—				
Coal heaver	Windsor, Ont.	" 6	1	Fell off railway car.
Sailor	Toronto, Ont.	" 15	1	Sunstroke.
Longshoreman	Montreal, Que.	" 13	1	Fell into hold of ship.
"	Victoria, B. C.	" 14	1	Fell into hold of ship.
Steward	St. John, Que.	" 22	1	Drowned, fell overboard.
Crew of S.S.Mt. Royal	Ktselas canyon, B. C.	" 6	6	Drowned, vessel wrecked in Skeena River.
Lighthouse keeper	Valois, Que.	" 8	1	Fell at lighthouse and fractured skull.
Transport—				
Teamster	London, Ont.	" 1	1	Thrown from vehicle in runaway.
"	Toronto, Ont.	" 19	1	Crushed to death by cave in of saw.
"	Peterborough, Ont.	" 25	1	In a runaway.
"	Woodslee, Ont.	" 23	1	Fell from load on head.
"	Paris, Ont.	" 26	1	Thrown from vehicle in runaway.
Street car employee	Montreal, Que.	" 16	1	Run over by car.
"	Selkirk, Man.	" 18	1	Run over by car.
Messenger boy	Vancouver, B. C.	" 9	1	Run over by street car.
Civic Employees—				
City labourer	Halifax, N. S.	" 5	1	By cave in of earth.
"	Montreal, Que.	" 15	1	Drowned, fell into city sewer.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 45.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JULY, 1907.

Trade or Industry.	Locality.	Date.	No. Killed	Cause of Fatality.
Miscellaneous—				
Powder mill hand	Ile Perrot, Que.	July 3	1	By explosion of powder.
Merchants	London, Ont.	" 16	2	Building collapsed.
Store manager	London, Ont.	" 16	1	Building collapsed.
Clerk	London, Ont.	" 16	2	Building collapsed.
Members of survey party	Chats Rapids, Ont.	" 15	2	Drowned, canoe swept over falls.
"	Abitibi River, Ont.	" 22	1	Drowned, canoe upset.
Clerk in shooting gallery	Montreal, Que.	" 15	1	Accidentally shot in abdomen.
Umbrella mender	Beresford, N. B.	" 13	1	Run over by train.
Domestic (female)	Toronto, Ont.	" 15	1	Explosion of coal oil.
Housekeeper	St. John, N. B.	" 15	1	Explosion of coal oil lamp.
Natural gas employee	Galt, Ont.	" 19	1	Suffocated by gas.
Unskilled Labour—				
Labourer	Windsor, Ont.	" 4	1	Run over by train.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH BUT ONLY REPORTED TO THE DEPARTMENT IN JULY.

Farmer	Caron, Sask.	June 21	1	Struck by lightning.
Brakeman	St. Polycarpe, Ont.	" 30	1	Head caught between two cars.
Delivery driver	London, Ont.	" 28	1	Kicked by a horse.
Asylum attendant	Montreal, Que.	" 28	1	Severed an artery in struggle with patient.
Labourer	Niagara Falls, Ont.	" 30	1	Derrick boom fell on him.

Accident in Eagle Swamp Plaster Quarry near Windsor, N.S.

On July 8, three employees in the Eagle Swamp plaster quarry, near Windsor, N.S., were boring a hole in a wall of plaster under an overhanging bank when the latter fell and buried them under twenty tons or more of rock. Two were instantly killed, the third escaping with a broken leg.

Double Drowning in Kootenay River, B.C.

On July 2, a river foreman and gang of six men, while working in the Kootenay river, about a mile above Wardner, B. C., were upset from their boat. Two were drowned.

Drowning of two Bridge Workers at Kaministiquia, Ont.

On the morning of July 11, two iron workers, while working on a bridge across the Dog River, twelve miles east of Kaministiquia, Ont., fell with the scaffold on which they were working into the river below and were drowned.

Record by Trades and Industries.

Agriculture.—There were 18 fatal and 26 non-fatal accidents during July, 1907, compared with 15 killed and 23 injured during June, and 13 killed and 31 injured during July, 1906. Five farmers were killed by falls, 4 by drowning, 4 by machinery, 3 by trains and 2 by live stock. Of the serious accidents, 9 were caused by falls, 5 by falling material, 3 by tools, 3 by lightning, 2 by runaways, 2 by live stock, 1 by a train and 1 by machinery.

Lumbering.—Twelve workmen met death by accident and 12 were injured. The record for the previous month was 32 killed and 18 injured, and for July, 1906, 12 killed and 21 injured. Of the 12 fatalities, 8 were due to drowning, 2 to falling trees and 2 to machinery. Eight of the minor accidents were caused by machinery, 3 by falls and 1 by a piece of wood projected from a saw.

Mining.—Fourteen mine workers were killed and 19 injured during July, 1907, compared with 24 killed and 23 injured in June last, and 8 killed and 11 injured in July of last year. Four of the deaths were caused by a runaway box, 3 by falls, 3 by drowning, 1 by an explosion, 1 by machinery, and 2 by falling material. Of the other accidents, 9 were caused by falling material, 5 by coal boxes, 2 by explosions, 1 each by live stock, tools and a fall, respectively.

Building.—There were 2 deaths by accident and 31 workmen seriously injured during July, 1907. In the preceding month the record was 2 killed and 32 injured, and in July, 1906, 16 killed and 29 injured. One of the deaths was due to a fall from a building and 1 to sunstroke. Twenty-two of the accidents were due to falls, 4 to falling material, 2 to tools, 2 to gas fumes, and 1 to machinery.

Metal, engineering and shipbuilding.—In this group there occurred 8 fatal and 53 non-fatal accidents in July. In the previous month 16 workmen were killed and 70 injured, and in July, 1906, 5 killed and 51 injured. Three of the deaths were caused by falls, 2 by falling material, 2 by drownig and one by a electric shock. Of the minor accidents, 19 were caused by machinery, 17 by falling material, 10 by falls, 3 by explosions, 2 by molten metal, 1 by being run over by a train, and 1 by electric shock.

Woodworking.—A woodworker at Winnipeg, Man., fell down an elevator shaft and was killed, and 12 workmen were injured during July. In the preceding month 16 workmen were more or less injured, and in July, 1906, 12 workmen were injured. Of the 12 injuries, 10 were due to machinery, 1 to wood flying from a saw, and 1 to falling into a vat of hot water.

Printing.—There were 2 minor injuries in these trades, compared with 1 in the previous month and 1 in July, 1907.

Clothing.—There were 2 non-fatal accidents, the same number as in June last, compared with 4 in July of last year. A garment worker at Toronto, Ont., swallowed a pin, necessitating medical attendance, and another had his hand mangled by machinery.

Textile.—Two workers were killed and 4 injured during July, 1907, the deaths being caused by an explosion of gas, as against two minor injuries in the preceding month, and 7 in July, 1906.

Food and tobacco preparation.—Four were killed and 9 injured during July. In June last there were only 4 minor accidents, and in July of last year 5 were injured. A cigar maker at Toronto, Ont., was killed in a collission between an express wagon and a street car; a sugar refinery hand at Wallaceburg, Ont., was killed by being caught between cars; a chocolate factory hand in Montreal Que., fell down an elevator shaft, and a beer wagon driver at Hull, Que., was electrocuted in a cellar while tapping beer. Of the 9 accidents, 4 were due to machinery, 2 to falls, and 1 each to an explosion, to falling material and to being caught between cars.

Railway service.—Twenty-six railway employees were accidentally killed and 25 injured as against 28 killed and 26 injured in the month previous, and 20 killed and 30 injured in July, 1906. Of the 26 fatalities, 13 were caused by trains, 4 by explosions, 3 by derailments, 2 by falls, 2 by being struck by engines, 1 by drowning and 1 by being caught between cars. Of the accidents, 10 were caused by being run over, 5 by derailments, 3 by falls 3 by falling timber, 2 by being caught between cars, 2 by stepping on nails or sharp iron, and 1 by sunstroke.

Navigation.—Twelve fatalities and 10 non-fatal accidents occurred in July, 1907, as against 16 killed and 9 injured in June and 6 killed and 2 injured in July, 1906. Seven of the fatalities were due to drowning, 4 to falls and 1 to sunstroke. Five of the accidents were due to falls, 3 to explosions, 1 to machinery and 1 to falling material.

General transport.—Eight workers were killed and 21 injured during July, as against 7 killed and 20 injured in June and 7 killed and 16 injured in July, 1906. Three of the deaths were caused by runaways, 3 by being run over by vehicles,

1 by a cave-in of earth and 1 by a fall. Nine of the accidents were caused by falls, 3 by falling material, 2 by runaways, 2 by being run over, 2 by electric shock, 1 by tools, 1 by live stock and 1 by being caught between cars.

Civic employees.—Two deaths by accident and 7 accidents was the record in this group, compared with 1 killed and 4 injured in June last, and 1 lesser accident in July last year. A city labourer at Halifax, N. S., was killed by a cave-in of earth, and a city labourer at Montreal, Que., fell into a sewer and was drowned. Four of the accidents were caused by explosions, 2 by falls and 1 by being run over.

Miscellaneous.—There were 14 killed and 19 injured during July, as against 4 killed and 13 injured in June and 8 killed and 15 injured in July, 1906. The collapse of a building at London, Ont., caused 5 deaths. explosions caused 3, drownings 3, accidental discharge of a gun, 1, a runover 1, and asphyxiation by gas 1. The collapse of the building aforesaid caused injuries to 7, explosions caused injuries to 4, falling material 3, falls 2, machinery 2, and being struck by a prisoner 1.

Unskilled labour.—One labourer was killed and 15 injured in July, compared with 6 killed and 12 injured in June, and 3 killed and 15 injured in July last year. A labourer at Windsor, Ont., was killed by being run over by a railway train. Nine of the accidents were caused by falling material, 2 by falls, 2 by being run over, 1 by a cave-in of earth, and 1 by an explosion.

TRADE DISPUTES DURING THE MONTH OF JULY.

ALTHOUGH there was a diminution in the number of trade disputes in Canada during July, compared with the previous month, the loss to the community was much greater, owing to the large number of persons involved in several of the disputes. The chief points of disturbance were at Winnipeg, Manitoba, where building operations were at a standstill during the first three weeks of the month, and at Cobalt, Ont., where mining operations were impeded by a general strike of miners. In Toronto, building operations were also hampered through the continuance of a strike of plumbers, which had commenced in May.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes in Canada which were reported to have been in existence during July was 30, a decrease of 12 compared with the previous month, but an increase of 11 compared with July, 1906. About 283 establishments and 6,751 employees were affected by these disputes, about 98 firms and 4,748 workpeople being involved in the disputes which began in July.

Loss of time in working days.—In the case of a strike of miners at Cobalt, Ont., it was found impossible to obtain an accurate estimate of the number of working days lost, owing to the fact that many of the strikers obtained employment in other localities in the course of the month, and an unknown number of other strikers obtained work at different times with companies who had conceded their demands. Placing the loss of time in this dispute at the low estimate of 8,400 working days, there were in all approximately 81,100 working days lost through trade disputes during the month, compared with 54,710 in June and 27,710 in July, 1906.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workpeople affected in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Mining	1	3,000
Building trades	6	1,241
Metal trades	4	472
Clothing trades	1	19
Unskilled labour	1	16
Total	13	4,748

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of Canada:—

Province.	No. of Disputes.
Nova Scotia	2
New Brunswick	1
Quebec	1
Ontario	6
Manitoba	1
Alberta	2
Total	13

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	4
For shorter hours	1
For higher wages and shorter hours	1
For higher wages and recognition of Union	1
For higher wages and other changes	2
Against employment of non-unionists	3
Sympathetic	1
Total	13

Methods of settlement.—Of the 30 disputes in existence during the month, 18 were terminated either by definite settlements being reached or by the resumption of normal conditions without a settlement, leaving 12 still in existence at the close of the month. Of the disputes that were terminated, 12 were settled through negotiations between the parties concerned, 1 by reference to a Board under the Conciliation and Labour Act, 1 by arbitration, and 4 were terminated without any negotiations.

Results of disputes.—Of the 18 disputes that were terminated, one ended in favour of the employers, 5 in favour of the employees, in six cases a compromise was reached, and in 6 disputes the result was indefinite.

Disputes which Commenced prior to the Beginning of the Month.

The trade disputes in existence during July, which began prior to the first of the month, comprised strikes of plumbers at Toronto, Ont, pulp and paper makers at Sturgeon Falls, Ont., carpenters at Hamilton, Ont., and Brantford, Ont., freight handlers at Halifax, N. S., coal miners at Joggin Mines, N. S., marble workers and machinists at Toronto, Ont., quarry workers at Graniteville, Que., iron moulders at New Westminster and Vancouver, B. C., shipwrights and ship labourers at Victoria, B. C., and harness and collar makers at Peterborough, Ont. A brief account of these disputes is given below.

Strikes of Plumbers at Toronto.

No settlement was reported with regard to a strike of plumbers at Toronto, which took place on April 13, affecting about 50 men, on account of the employment of non-unionists, and a general strike involving about 500 plumbers and 104 firms, which began on May 15, on account of a rejected demand of the men for an increase in wages and employment of union labour only. It was reported that by the end of July about half the strikers had left Toronto to seek work elsewhere, about 250 men being still out of work at the close of the month.

Strike of Pulp and Paper Makers at Sturgeon Falls, Ont.

On June 10, a strike of pulp and paper makers was declared at Sturgeon Falls, Ont., affecting the Imperial Paper Mills of Canada. According to the strikers 141 workpeople were affected by the dispute, but the Company placed the number at 216. Two local branches of the International Brotherhood of Paper Makers were involved. It was stated by the employees that the primary cause of the dispute was their refusal to work on Sundays. The management of the mills claimed that the paper makers went out in spite of a clause in an agreement between the company and the International Brotherhood of Paper Makers that there should be no strikes or lockouts. The pulp mills continued to operate until the management endeavoured to start the paper machines with non-union men, whereupon the man in charge of the generator shut down the mill. It was further alleged that the strikers gave out

a document setting forth the following demands:—

1. We must be recognized as a body of Union men and treated as such.
2. That we will not furnish stock for non-union paper makers.
3. Men on tours must be paid by the hour.
4. If there is any settlement between the management and workers, we must be represented by one of the International Board.

In regard to these demands the Management stated that the local union, the name of which was appended to these demands, had not been recognized, and that prior to the strike its existence had never been brought officially to their knowledge. With regard to the employment of non-unionists, it was stated that last year they made arrangements with the International Paper Makers as a result of a strike, but reserved to themselves the right to employ non-union help, if union help could not be obtained.

With regard to demand No. 3, it was claimed that men on tours have always been paid by the hour; that is, a man engaged at the rate of $2.00 for a 12 hours' day, who works 14 hours, gets two hours pay credited to him.

With regard to No. 4, the management stated that while repeatedly agreeing to receive a committee of those who were working in the mill and who went on strike, they have always declined to enter into any negotiations with outsiders, alleging that the arrangements made with the International Brotherhood of Paper-makers last year, through their President, had been consistently broken.

It was reported that the sulphite plant was opened on Monday, July 29, and was kept running continuously, though not at its full capacity.

Strike of Carpenters at Hamilton, Ont.

A strike of 30 carpenters which took place at Hamilton, Ont., on June 10, on account of their objection to the employment of labourers in removing false work from concrete beams and floors, was terminated on July 23, the work upon which the labourers were engaged having been completed in the meantime. The company agreed to take back all the strikers, and according to the Carpenters' Union, the non-Unionists were to be discharged as soon as Union carpenters could be procured.

Strike of Carpenters at Brantford, Ont.

No definite settlement was reported with regard to a strike of carpenters which took place at Brantford, Ont., on May 1, but general industrial conditions ceased to be affected by it. Out of about 120 strikers who went out, only about 10 were still out of work on July 1, over half the original number having secured work at the rate demanded, while others had sought employment elsewhere.

Strike of Freight Handlers at Halifax, N.S.

A strike of freight-handlers of the Intercolonial railway, which began at Halifax, N. S., on June 29, was terminated on July 8. Some of the strikers resumed work on July 6, the others returning on the following Monday. It had been agreed to refer the dispute to a Board of Conciliation and Investigation under the Conciliation and Labour Act and an application for a Board was accordingly forwarded to the Department of Labour.*

Strike of Marble Workers and Stonecutters at Toronto.

A strike of 20 marble workers which took place at Toronto on May 29, on account of the employment of men who were not members of the Marble Workers' International Union, continued throughout the month. On July 3, about 40 stonecutters employed in the same shop, declared a strike on the refusal of their demand for an increase in wages from 40 to 50 cents an hour, the men alleging that the latter rate was promised in an agreement made a year ago between the employers and the Stonecutters' Union. This dispute was an outcome of the one which began on May 29, the non-Unionists, against whom objection had been taken,

* An account of the action of the Department of Labour with reference to this dispute is given in a special article on another page of the present number

having decided to affiliate with the International Union.

Strike of Plasterers at Winnipeg, Man.

No settlement was reported with regard to a strike of plasterers at Winnipeg, which began on May 1, on account of the refusal of the employers to grant a demand that work cease at noon on Saturdays, making a week of fifty hours, instead of fifty-five. In the course of the first month of the strike, about 10 firms, employing 40 men, conceded the demand, leaving 20 firms and 70 men still affected. During the first three weeks of July, building operations were practically suspended on account of a dispute between the bricklayers and contractors, On the termination of this dispute, normal conditions were resumed in the building trades.

Other Disputes.

No change was reported in a strike of 400 *machinists* at Toronto, which began on June 8, on account of the refusal of the employers to grant a demand for a reduction of working hours from 10 to 9, without a corresponding reduction in wages..

No settlement was reported in a strike of 27 *harness* and *collar makers*, which began on April 22 at Peterborough, Ont., on account of the refusal of the firm to grant a demand for an increase in wages and recognition of the Union.

No settlement was reported in a strike of 75 *iron moulders* at Vancouver, B.C., which began on June 24, on account of a demand for an increase in wages from $3.75 to $4 per day and a reduction from 9 to 8 in working hours. A strike of 12 *iron moulders* at New Westminster, B.C., who went out on June 25, making the same demands as those at Vancouver, was terminated on July 5. The company affected conceded the demand for an increase in wages, to date from August 1, and agreed to pay for work done on Saturday afternoons at the rate of time and one half.

No settlement was reported in strikes of *shipwrights* and *shiplabourers* at Victoria, B. C., which began in November, 1906, but general industrial conditions had ceased to be affected by them.

A strike of 75 *fishermen* on the Fraser River, B. C., which took place on June 22, owing to the canneries declaring a reduction in the price of spring salmon from 5 to 4 cents per pound, ceased in July, on the opening of the sockeye salmon season.

New Disputes.

The new disputes of the month comprised strikes of silver miners at Cobalt, Ont.; structural iron workers at Montreal, Que.; bricklayers at Winnipeg, Man.; plasterers at Edmonton, Alta.; plumbers at Calgary, Alta.; stonecutters and electrical workers at Toronto, Ont.; employees in the building trades at Galt, Ont.; brass moulders at London, Ont.; electrical workers at Halifax, N. S., and Toronto, Ont.; stonecutters at Fredericton, N, B., and civic teamsters and labourers at Fairville, N. S. A brief account of these disputes is given below.

Strike of Silver Miners at Cobalt, Ont.

On July 8 a strike of silver miners took place at Cobalt. Ont., the dispute arising on account of a disagreement between the mining companies and their men with regard to wages and general conditions of employment. It was stated that about 30 companies and 3,000 men were directly affected by the dispute. No definite settlement was reached, but in the course of the month a large number of strikers sought employment in other parts of the country. Some of the companies granted the demands of the men, and others secured non-Unionists to replace the strikers.*

Strike of Structural Iron Workers at Montreal, Que.

On July 8 a strike of structural iron workers took place at Montreal, Que., spreading to other localities within a radius of 125 miles, wherever the firms involved were carrying on operations. According to a report received from the

* A full account of this dispute is given in a special article on another page of the present number, of the *Labour Gazette.*

TABLE OF TRADE DISPUTES DURING THE MONTH OF JULY.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement	Date of termination	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males	Females	Males	Females			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Fishing—											
Fishermen	Fraser River, B. C.	Against reduction in price of spring salmon from 5 to 4 cents per pound	.....	.....	75	.....	50	.....	June 22	.....	Dispute ceased on commencement of sockeye salmon season.
Mining—											
Quarry workers	Graniteville, Que.	Demand for recognition of union	2	.....	16	.....	.....	.....	Apr. 8	.....	No settlement reported, but conditions ceased to be affected.
Coal miners	Joggin Mines, N. S.	Against discharge of an employee	1	.....	300	.....	.....	.....	June 27	July 3	Employee re-instated.
Building Trades—											
Carpenters	Hamilton, Ont	Against employment of labourers in removing false work from concrete beams and floors	1	.....	30	.....	.....	.....	June 10	July 23	Employers agreed to take back strikers, and to discharge non-unionists as soon as union workmen could be secured.
Carpenters	Brantford, Ont.	Demand for increase in minimum wages from 20 to 30 cents per hour	.....	.....	10	.....	.....	.....	May 1	.....	Conditions ceased to be affected, over 60 strikers having secured work at rate demanded.
Marble workers	Toronto, Ont.	Against employment of non-unionists	1	.....	20	.....	.....	.....	" 29	.....	No settlement reported at end of month.

Plasterers	Winnipeg, Man.	Demand for increase in wages of 10 cents an hour and a week of 50 hours	20		70				"	1	July	22	Normal conditions were resumed.
Plumbers	Toronto, Ont.	Against employment of non-unionists	1		50		8		Apr.	13			No settlement reported at end of month.
"	Toronto, Ont.	Demand for increase in wages from 37½ to 45 cents per hour, apprentices from $6.50 to $8.50 per week, and closed shops	104		500				May	17			No settlement reported, but about half the strikers sought work elsewhere.
Metal Trades—													
Machinists	Toronto, Ont.	Demand for reduction in working hours from 10 to 9, with no change in wages	80		400				June	8			No settlement reported at end of month.
Iron moulders	New WestminsterBC	Demand for increase in wages from $3.75 to $4 per day, and reduction in working hours from 9 to 8	1		12		15		"	25	July	5	Incarease in wages conceded beginning August 1, time and one half to be paid for work done on Saturday afternoone
"	Vancouver, B. C.	Demand for increase in wages from $3.75 to $4 per day, and reduction in working hours from 9 to 8			75				"	24			No settlement reported at end of month.
Shipwrights	Victoria, B. C.	Against employment of certain persons	1		40				Nov.	28			No settlement reported, but conditions ceased to be affected.
Ship labourers	Victoria, B. C.	Against discharge of certain persons	1		34				"	27			No settlement reported, but conditions ceased to be affected.
Leather Trades—													
Harness & collar makers	Peterboro', Ont	Demand for increase in wages and recognition of union	1		27				Apr.	22			No settlement reported at end of month.
General Transport—													
Freight handlers	Halifax, N. S.	Demand for increase in wages	1		55				June	29	July	8	A number of strikers returned to work July 6, and the rest on July 8. Dispute was referred to a Board under Industrial Disputes' Investigation Act, 1907.
Miscellaneous trades—													
Pulp and paper makers	Sturgeon Falls, Ont.	Against Sunday Labour and for recognition of union	1		214		2		June	10			No settlement reported at end of month, but places of some strikers were filled.

TABLE OF TRADE DISPUTES DURING THE MONTH OF JULY—*Continued.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement		Date of termination		Result.
					Directly.		Indirectly.						
			Directly	Indirectly	Males	Females	Males	Females					
DISPUTES WHICH BEGAN DURING THE MONTH.													
Mining—													
Silver miners	Cobalt, Ont.	For higher wages and better conditions of employment	30	.....	3,000	.....	.....	.....	July	8	.....		No settlement reported, but many strikers sought work elsewhere, places of others were filled, and many companies conceded the demands of the men.
Building Trades—													
Bricklayers	Winnipeg, Man.	For higher wages and shorter hours	40	.....	500	.....	600	.....	July	1	July	22	Work resumed at old rate, 55 cents an hour, Saturday afternoons off during July and August.
Plasterers	Edmonton, Alta.	For higher wages and recognition of union	.....	.....	30	.....	.....	.....	"	1	"	22	Agreement signed; union recognised, but no change in wages.
Plumbers	Calgary, Alta.	For increase in wages from 45 to 55 cents per hour	8	.....	44	.....	.....	.....	"	2	"	11	Work resumed pending reference of dispute to arbitration.
Stone cutters	Toronto, Ont.	For increase in wages from 40 to 50 cents an hour	1	.....	40	.....	.....	.....	"	3	.....		No settlement reported during the month.
Bricklayers, masons plumbers, carpenters and labourers	Galt, Ont.	Against employment of a non-unionist	1	2	20	.....	.....	.....	"	20	"	25	Work resumed, no change.

Carpenters, plumbers, labourers	Galt, Ont.	Against employment of non-unionists	1		7				"	29			No settlement reported at end of month.
Metal Trades—														
Structural iron workers	Montreal, Que.	Demand for higher wages, shorter hours and other changes	5	15	315		100		"	8			No settlement reported at end of month.
Brass moulders	London, Ont.	Against employment of non-unionist	1		16				"	10	"	22	Co. claimed to have continued operations with non-unionists, strikers alleged dispute settled by non-unionist being discharged.
Electrical workers	Halifax, N. S.	Demand for increase in wages from $12 to $13.50 per week.	4		25				"	1	"	6	Increase in wages conceded, extra time to count time and one-half to midnight, and double time, thereafter.
Electrical workers	Toronto, Ont.	In sympathy with striking plumbers	5		16				"	18			No settlement reported at end of month.
Clothing Trades—														
Shoecutters	Fredericton, N. B.	Demand for reduction in hours from 10 to 9	1		19				"	4	"	12	Work resumed, no change in hours, but skilled workmen received $1.00 more per week, and apprentices 50 cents more.
Unskilled Labour—														
Civic teamsters and labourers	Fairville, N. S.	Demand of teamsters for increase in wages from $2 to $2.50 and labourers from $1.25 to $1.50 per day			16				"	11	"	15	Teamsters' wages increased to $2.30 per day, labourers' wages increased proportionately.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

Structural Iron Workers' Union, 5 firms were directly affected and about 15 were indirectly affected. and about 315 men were directly and 100 indirectly involved. The strikers claimed that the cause of the dispute was the refusal of the employers to grant a demand for an increase in wages, shorter hours, and recognition of the Union in a way to afford the necessary protection as to their right to belong to it, and to mitigate the danger to life and limb caused by the introduction of inexperienced men on erection. The grievance committee was received in the offices of the firms affected, but no overtures of a settlement were made, According to a report received from one of the companies, the demands of the men included advances in wages of 33 1-3 to 125 per cent., a 9 hour day, employment of none but Union men, with Union foremen, a weekly pay day with no piecework payment, right to stop work pending arbitration of differences or out of sympathy with other trades, no helpers to be employed, and one apprentice to every seven men.

Strike of Bricklayers at Winnipeg, Man.

A strike of bricklayers which began on July 1, at Winnipeg, Man., was terminated on July 22. It was reported by the Winnipeg Builders' Exchange that about 40 firms and 500 employees were directly affected by this dispute, and 600 men were indirectly affected by it. According to a report received from the Bricklayers and Masons' Union 30 firms and 300 employees were affected directly and 250 employees indirectly. While the dispute was in progress, building operations were practically suspended, but the amount of building increased as soon as there was a prospect of a settlement. It was reported by the Builders' Exchange that the men returned to work at the old rate of wages, 55 cents an hour, with Saturday afternoon off during July and August. The settlement was of the nature of a compromise, the strikers having demanded 60 cents an hour, with Saturday afternoon off.

Strike of Plasterers at Edmonton, Alta.

On July 1, a strike of about 30 plasterers took place at Edmonton, Alberta, The cause of the dispute was the refusal of the employers to sign an agreement involving recognition of the Plasterers' Union, and an increase in wages. The strike was terminated on July 22, an agreement having been signed by which the Union was recognised. There was no change in the rate of wages, which remained 60 cents an hour, with a working day of 8 hours. While the dispute existed, the building trades were generally affected by it.

Strike of Plumbers, Steam Fitters and Steamfitters' helpers at Calgary, Alberta.

On July 2, about 40 plumbers steamfitters and steamfitters' helpers declared a strike at Calgary, Alta., on account of the refusal of the employers to grant a demand for an increase in wages from 45 to 55 cents per hour. A report received from the Plumbers' Union stated that 8 firms and 44 employees were affected by this dispute. An agreement had been in force since September, 1906, between the Calgary Builders' Exchange and the Building Trades Council, providing that differences relating to the building trades should be settled by a permanent board of three members from each body. When this strike was declared, only three of the master plumbers were members of the Builders' Exchange, and the journeymen considered that they would not be justified in submitting their claims to the board, until all the master plumbers would agree to abide by its decision. On July 10, all the master plumbers signed an agreement to accept the decision of the board, and work was resumed on the following day. The Board of Arbitration subsequently declared the plumbers entitled to an increase in wages from 45 to 51 cents per hour, and the steamfitters' helpers an increase from 25 to 30 cents per hour. An agreement was then signed by the two parties to the dispute, embodying the findings of the Board.*

* The terms of this Agreement are given in an article on "Recent Industrial Agreements" on another page of the present number of the *Labour Gazette*.

Strikes in Building Trades at Galt, Ont.

On July 20, a strike of masons and carpenters took place at Galt, Ont., on account of the employment of a non-Unionist labourer by a mason contractor. Two firms and about 20 men were affected by this dispute. According to the majority of the reports received, work was resumed on July 24, under the old conditions. The mason contractor concerned claimed that the non-Unionist against whom the objection had been raised was still working for him, and sometimes with the masons, having been in his employ as quarryman for some time. In a report received from the Bricklayers' and Masons' Union, dated July 29, it was claimed that the strike was still unsettled. On July 29, about 7 carpenters, plumbers and others employed on another building, refused to work on account of the foundation being built by non-Unionists. It was reported by the contractor involved that this dispute would probably spread to a general strike among building mechanics and labourers.

Strike of Electrical Workers at Toronto, Ont.

On July 18, a strike of electrical workers took place at Toronto, Ont., in which about 5 firms and 16 men were involved. According to reports received from employers, the strike was declared in sympathy with the striking plumbers. One of the firms claimed that the strike of electrical workers was in violation of an agreement which had been entered into about two years ago and which had not yet expired.

Strike of Brass Moulders at London, Ont.

On July 10, a strike of 16 brass moulders took place at London, Ont. The cause of the dispute was an objection by the men to the employment of a non-Union moulder in the foundry of the Labatt Manufacturing Company. According to a report received from the company, immediate steps were taken by the management to start an "open shop" with non-Union moulders and machinery. It was further claimed that some of their men had signed an agreement not to strike again without giving six days' notice, and also declaring in writing that they were not now members of any labour organization, and would not join any while in their employ. On the other hand, it was reported by the Brass Moulders' Union that the strike was terminated on July 22, when the non-Union man was told to leave.

Strike of Electrical Workers at Halifax, N. S.

On July 1, a strike of 25 electrical workers employed by 4 firms was declared at Halifax, N. S., on account of the refusal of the employers to grant an increase in wages from $12 to $13.50 per week. After several interviews between the men and their employers, a settlement was reached by which the increase in wages was conceded, and all extra time up to midnight was to count as time and one-third, and after midnight as double time. Boys holding certificates were to receive 14 cents an hour. The new scale of wages took effect on July 8. There were 4 firms and 25 employees affected by this dispute.

Strike of Shoe Cutters at Fredericton, N.B.

On July 4, a strike of 19 shoe cutters occurred at Fredericton, N. B., on account of the refusal of the Hartt Boot & Shoe Company to grant a demand for a reduction in working hours from 59 to 54 per week., with no corresponding reduction in wages. On July 12 work was resumed. No reduction in hours was conceded, but skilled workmen were granted $1 more per week, and apprentices 50 cents more. No trade union was involved in this dispute.

Strike of Teamsters and Labourers at Fairville, N. S.

On July 11, a strike of 4 teamsters and 12 street labourers took place at Fairville, N. S. The cause of the dispute was the refusal of the municipal council to grant a demand for an increase in wages from $2 to $2.50 per day for teamsters, and from $1.25 to $1.50 for

labourers. The teamsters provided their own teams. On July 15, the strikers returned to work, an increase of 30 cents per day having been promised for teamsters and a proportionate increase for the labourers.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of July, and which have been reported to the Department:—

REPORTS OF DEPARTMENTS AND BUREAUS.

The following Reports of departments and bureaus were received at the Department of Labour during July, 1907.

ONTARIO REPORTS.

Protection of Children.

Fourteenth Report, Neglected and Dependent Children of Ontario, 1906. Toronto: King's Printer, 1907. Pages 121.

IN the Annual Report of Neglected and Dependent Children of Ontario, for 1906, it is stated that there are now 58 branch Children's Aid Societies in the Province, representing a volunteer force of six or seven hundred persons. The aim of these societies is to interest all classes in the social uplifting and betterment of neglected and dependent children, to mediate between parents and children and between judicial officers and youthful offenders with a view to bringing about reformation without the stigma of imprisonment, to provide homes in respectable families for homeless children, and generally to advocate all measures calculated to improve the home surroundings and add to the happiness of young people. Attention is called in the Report to an application which has been made to the Dominion Government to pass a Juvenile Delinquent Bill, providing a special children's court for all Canada, similar to the children's courts in Ontario, which have been in existence since 1894, and a probation system, like the one instituted by the Children's Aid Society of Ottawa, and in successful operation in many cities of the United States.

With regard to child labour, the views are expressed that the truancy laws are not enforced with sufficient thoroughness that a stringent regulation should be made by which all boys under sixteen but over school age must go to some definite trade or business or else return to school; that the more general adoption of the apprenticeship system would probably have a beneficial effect on the industries, as well as being in the best interests of the boys themselves; that it might be well to bring the occupations carried on by children in shops under the general factory law, as to age; that the street selling of newspapers should be in the hands of men who are incapacitated for regular employment, and that boys, instead of selling papers, should attend school or learn a trade, but of course there is no need for interfering with boys carrying routes in the morning or evening; that it would probably be in the public interest to prohibit any child under sixteen from attending theatres and such places of amusement without their parents or guardians, excepting social gatherings designed to provide innocent amusement and moral instruction.

Water Power of Northwestern Ontario.

Hydro-Electric Power Commission of the Province of Ontario. Fifth Report, Algoma, Thunder Bay and Rainy River Districts, 1907. Pages, 55.

The Fifth Report of the Hydro-Electric Power Commission of Ontario deals with the water powers in the judicial districts of Algoma, Thunder Bay and Rainy River, with the exception of the area north of the height of land, where there is at present a lack of demand for power owing to the sparseness of the population. It is stated in the Report that at Port Arthur and Fort William, where coal is laid down at a very moderate rate, water powers have been developed somewhat commensurate with the present requirements, and a strong feeling exists for increasing the supply of electrical energy by further developments. The Com

missioners consider that the outlook for a plentiful supply of electrical power at moderate rates will be of very great value in the establishment of industries at Port Arthur and Fort William. A large number of rivers and waterfalls exist in these districts, capable of producing a great quantity of electrical energy, and it is anticipated that they will be of great service in the development of the mineral and timber resourses known to exist there.

Lands, Forests and Mines of Ontario.

Report of the Minister of Lands, Forests and Mines of the Province of Ontario, for the year 1906. Toronto: King's Printer, 1907. Pages, 158.

The Report on Lands, Forests and Mines of Ontario, for 1906, states that during the year there were sold for agricultural purposes, 69,860½ acres of crown lands for agricultural purposes, for the sum of $72,204.31, and 4,877 acres for mining purposes for $11,988.05. There were leased for mining purposes 13,384 acres for $13,177. The total area of land disposed of during the year was 91,367 acres, and the total collections on account of lands sold and leased was $100,-399.81. The mining industry in Ontario reached the highest point in 1906. The production of nickel in the Sudbury region amounted to 10,932 tons, valued in the matte at $3,836,419, while the output of copper was 5,940 tons, worth $998,548. The development of the silver cobalt area on the line of the Temiscaming and Northern Ontario Railway has gone on with great rapidity. In 1904 the yield of silver was 206,875 ounces. In 1905 it was 2,451,356 ounces, and in 1906, about 5,400,000 ounces.

BRITISH COLUMBIA REPORT.

Mining Industry of British Columbia.

Annual Report, of the Minister of Mines for the year ending 31st December, 1906. Victoria, B. C.; King's Printer, 1907. Pages, 276.

In the Report of the Minister of Mines of British Columbia for 1906, it is stated that the value of mineral products of the province amounted in that year to $24,-980,546, compared with $22,461,325 in 1905, and $18,977,359 in 1904. There was a decrease in the production of gold, silver and lead, compared with the previous year, but this was more than counterbalanced by the increase in coal and copper mined, there having been produced 42,990,488 pounds of copper, compared with 37,692,251 pounds in 1906 and 1,517,303 tons of coal compared with 1,384,312 tons in the previous year. The value of the copper produced was far more in excess of any other mineral product, having amounted to $8,288,565, almost one third of the value of all the minerals combined.

BRITISH REPORTS

Eight hours for Coal Miners.

Final Report of the Departmental Committee appointed to inquire into the probable economic effect of a limit of Eight Hours to the Working Day of Coal Miners. Part 1, Report and Appendices. London, Wyman and Sons. 1907. Pages, 87. Price, 9d.

A departmental committee appointed by the British Home Office a year ago to consider the probable economic effect of limiting the working of the coal miners to a day of eight hours, has presented its report. The report is presented under the following heads: Effect of an Eight Hour Day on Production; Effect of an Eight hour Day on Employment and Wages; Effect of an Eight hour Day upon Health; The Coal Export Trade; Labour Conditions in Foreign Mines; Effect of an Eight hour day on Other British Industries, and Summary of Conclusions. There are also two appendices to the Report, one a memorandum on the hours of labour in coal mines in foreign countries and legislation relating thereto, and the other statistics relating to the number of days worked per week by coal mines from 1897 to 1906. The following were among the principal conclusions arrived at by the committee:—

That the average time from bank to bank of an underground worker in British coal mines is 8 hours and 36 minutes, for hewers, and 9 hours and 28 minutes, for other underground workers, varying from 6 hours and and 49 minutes in Durham for hewers to an average of 9 hours and 57 minutes in Monmouthshire for all underground workers. That the institution of an eight-hour day would reduce the

average theoretical full week's work by 10.27, assuming the customary short and idle days to remain the same as at present. This would mean a loss in production of 25,783,000 tons, calculated on the output of 1906.

This loss, however, would probably be mitigated by the diminishment of the practice of voluntary absenteeism of workmen on days when the collieries are open, by improvements in the efficiency of labour and in the mechanical equipment of collieries, by the extension of the use of labour saving machinery and of the multiple shift system, and by some increase in the flow of outside labour to the collieries.

That the health and physique of coal miners at the present time compare favourably with that of any other class of workpeople, and it is not believed that a legal limitation of hours underground to eight hours per day can be expected to produce any marked change.

That in both Germany and America, the countries which are the most effective competitors of Great Britain in the export trade, the present hours of labour under ground in mines are shorter than in Great Britain; they are longer than they would be under an eight hour law.

That in certain classes of mines the difficulty of adapting the work to the reduced hours would be so great that it might be necessary to make special regulations for such cases, and if an eight hour law is passed, it may be considered advisable to reserve in the hands of the Department of the Government controlling mines, certain powers of suspension and of exception in the public interest, as it has been considered advisable to do in all other countries which have enacted such laws.

Old Age Pensions.

Tables which have been prepared in connection with the question of Old Age Pensions, with a preliminary memorandum. London: Wyman and Sons, 1907. Pages, 54. Price 5½d.

The Local Government Board of Great Britain has issued a preliminary memorandum outlining the various schemes which have been considered by the Royal Commission on the Aged Poor, and by parliamentary and other committes, with the object of providing pensions for aged persons. Accompanying the memorandum are tables giving estimates of the number of persons who would be entitled to pensions under these schemes, and of the probable cost which they would involve.

The first investigation of the subject of old age pensions referred to in this Memorandum is that of the Royal Commission on the Aged Poor, appointed in 1893. After examining a number of schemes, the commission reported in 1905, that "in view of the financial and economic difficulties involved," it was "unable to recommend the adoption of any of the schemes as yet suggested." In 1896 a Committee on Old Age Pensions was appointed by the Treasury to consider "any schemes that may be submitted to them for encouraging the industrial population by State aid, or otherwise to make provision for old age." More than one hundred schemes were brought before the committee, but the conclusion was reached that none of them would attain the objects which the Government had in view, nor could they devise a proposal free from grave inherent disadvantages.

A Select Committee of the House of Commons, appointed in 1899 to "consider and report upon the best means of improving the condition of the aged deserv ng poor," came to the conclusion that there was prima facie evidence that it was practicable to create a workable system of old age pensions for the United Kingdom, and that the general lines upon which such a scheme might be framed wou'd be one under which any person 65 years of age, being a British subject, would be entitled to a pension, if he could satisfy the pension authority that (a) he had not within the previous 20 years been sentenced to imprisonment without the option of a fine; (b) he had not received poor relief (other than medical relief) unless under wholly exceptional circumstances, during the previous 20 years; (c) he was resident in the district of the pension authority; (d) he had not an income from any source of more than

0s. a week; (e) he had endeavoured to he best of his ability to make provision for imself and those immediately dependent n him. A departmental committee, ppointed by the Local Government Board to investigate the financial aspects f this proposal, estimated that in 1901 he number of pensionable persons would ave been about 655,000, and the total stimated cost would have been in round gures £10,300,000.

OTHER REPORTS RECEIVED.

Canada.—Reports of the Special Committee of the House of Commons, to whom was referred Bill No. 2, an Act respecting Industrial and Co-operative Societies.

Ontario.—Report of the Minister of Public Works for the year 1906.

Tenth Annual Report of the Provincial Municipal Auditor, 1906.

Thirty-ninth Annual Report of the Inspectors of Prisons and Public Charities upon the Lunatic and Idiot Asylums, being for the quarter ending 31st December, 1905, and for the year ending 31st December, 1906.

Nova Scotia.—Official Report of the Debates and Proceedings of the Legislative Council during the First Session of the Thirty-fourth Parliament, 1907.

Great Britain.—Annual Report of the Chief Inspector of Factories and Workshops for the year 1906 Report and Statistics.

Report of the Government Factories and Workshops Committee.

Minutes of Evidence taken before the Departmental Committee appointed to consider whether the Post Office should provide facilities for insurance under the Workmen's Compensation Acts.

Papers relating to a Federation of the South African Colonies.

Report to His Majesty's Secretary of State for the Home Department on an Explosion of Fire-damp and Coal Dust at Genwen colliery.

Return in pursuance of Section 4 of the Regulation of Railways Act, 1889, of Railway Servants of Certain Classes who were on one or more occasions during the Month of April, 1907, on Duty on Railways of the United Kingdom for more than Twelve Hours at a Time; or who, after being on Duty more than Twelve Hours, were allowed to resume Work with less than Nine Hours' Rest.

Bulletin of the International Labour Office, Vol. I, Nos. 1, 2, 3, 1906.

United States.—Strikes and Lockouts in Massachusetts, 1906.

Italy.—L'Opera compiuta dall'Ufficio e dal Consiglio superiore del 'avoro dal 1 luglio 1905 al 31 dicembre, 1906.

France.—Caisse d'Epargne et de Prévoyance des Bouches du Rhone. Rapport et Comptes Rendus pendant l'année 1906.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour e based upon the latest reports of legal proceedings d other legal records of the different Provinces of nada.

ONTARIO CASES.

rial of Union Labour Leader for Assault.

In connection with the strike of miners Cobalt, James McGuire, president of ie Cobalt Miners' Union, No. 116, Western Federation of Miners, was tried before Magistrate Brown on the charge of ssaulting Detective McMullen, a police nstable sworn in by the Nipissing ompany.

On July 17th McGuire was found trespassing on the Nipissing Mine Property, and when ordered off by McMullen refused to go. It developed in the evidence that McGuire struck the detective, but in giving his testimony accused claimed that McMullen should have shown his authority before ordering him off the property.

There were five witnesses who saw the encounter, among whom was another police officer, who assisted McMullen in endeavoring to get McGuire to leave.

The manager of the mine swore that he had previously ordered McGuire off the property and warned him not to

come on it again. The latter in his evidence claimed that his purpose in visiting the property was to induce the men employed on the Nipissing to join the Union.

In his summary of the evidence, the Magistrate pointed out that the penalty for the offence might be ten years' imprisonment. He regretted very much that an officer of the Union should be brought before him on such a serious charge. He took into consideration, however, the good behaviour of the Union men since the strike was declared, and believing that the accused had exerted influence over the strikers in preserving the peace, and that it was McGuire's first offence, he allowed him to go on suspended sentence.

(Rex v. McGuire; 20th July, 1907; Brown, P. M.)

Railway Servant Pardoned.

In the case noted at page 1451 of the June number of the *Labour Gazette*, the G. T. R., conductor who was sentenced to three years' imprisonment for violation of the railway rules, resulting in the wrecking of his train and the loss of three lives, has been pardoned and released by order of the Minister of Justice.

Leave to Appeal to Privy Council without giving Security refused.

In the case of the Metallic Roofing Company vs. Jose, an attempt was made to obtain leave to appeal to the Judicial Committee of the Privy Council *in forma pauperis* by the Amalgamated Sheet Metal Workers' Union. The application was, however, refused, and the Union will have to give security for the costs of the appeal before the latter will be entertained.

(13th July, 1907; Privy Council.)

QUEBEC CASE.

Restraint of Trade.

In the case noted at page 1286 of the May, 1906, number of the *Labour Gazette*, the Court of Appeals sitting at Quebec has recently dismissed an appeal from the judgment at the trial.

Leave to appeal to the Privy Council has been granted.

(United Shoe Machinery Co. v. Brunet; 26th June; 1907.)

ENGLISH CASES.

Accident in course of Employment.

A workman who was employed in a colliery died from blood poisoning resulting from an injury to his finger. He was employed at night work, and on the evening of the accident left his home, which was over a mile from the pit, with his finger well. He arrived at the pit with his finger uninjured. He arrived home early next morning with his finger crushed. He continued to work for some days, when blood poisoning set in, and he died. His widow claimed compensation under the Workmen's Compensation Act, 1897, but the County Court Judge held that he was not entitled to draw the inference that the accident arose in the course of his employment, as it might have occurred on the way home.

On appeal, the Court of Appeal held that the Judge was at liberty to draw the inference that the accident arose in the course of the employment, one of the Judges saying that the probability was that the accident happened when the workman was at the pit, because accidents did happen there, rather than at a time when in the ordinary course of life accidents did not happen.

(Mitchell v. Glamorgan Coal Company; 7th June, 1907; Court of Appeal.)

Presumption that Wife is dependent on Husband.

There is a presumption that a wife is dependent upon her husband within the meaning of the Workmen's Compensation Act, 1897. That presumption can be rebutted, but it is not rebutted by the mere fact that the husband has deserted his wife, or by the fact that the husband was not contributing towards his wife's maintenance at the time of his death; nor is it sufficient to rebut the presumption that the wife was supported by her relatives, or that she was earning small sums by

her own work, or was in the workhouse at the time of his death. A child *en ventre sa mère* at the time of the husband's death and subsequently born alive is to be deemed to have been born at the time of the death, and is therefore a "dependant" within the Workmen's Compensation Act, 1897.

(Williams v. Ocean Coal Company; 5th June, 1907; Court of Appeal.)

Independent Right of Dependants to Compensation.

A collier who was injured by an accident, by agreement with his employer was paid half the amount of his average weekly earnings during incapacity. He then returned to work, and was employed on different work in the same colliery. his former place having been filled. Nothing was said about continuing the weekly payments or their cessation, but his wages were higher than they were before. He worked for about a year, when he died from the effects of the accident. His widow having claimed compensation under the Workmen's Compensation Act, 1897, it was held that there was no evidence that the workman, by going back to work, had agreed to abandon his rights against his employer, and that, therefore, his widow was entitled to compensation. Held, further, that a workman's dependants had an independent right to claim compensation which the workman could not deprive them of, provided that the employer paid no more in all than the maximum sum as compensation.

(Williams v. Vauxhall Colliery Co.; 7th June, 1907; Court of Appeal.)

Who are Dependants.

A widow and children of a deceased workman are none the less "dependants wholly dependent upon his earnings" within the meaning of Schedule 1, par. 1 (a) (i) of the Workmen's Compensation Act, 1897, because the workman has been enabled, by the receipt of moneys from his wage-earning sons, or of moneys coming to him from other channels, to augment the fund out of which he has maintained his household. If, however, a workman's wife has, at the time of his death, independent means of support of any kind, which are not derived through him and which he could not have appropriated without her consent, such as private income or earnings of her own, the case is one of partial dependence on her husband's earnings.

(Senior v. Fountains; 20th June, 1907; Court of Appeal.)

Weekly Payment terminated.

A workman having been injured by an accident, his employer agreed to pay him a certain sum per week, and a memorandum of this agreement was duly registered. Upon an application by the employer, more than a year afterwards, the County Court Judge ordered that the agreement "be this day terminated, and that the weekly payments to the workman thereunder be ended accordingly." The workman subsequently applied to the County Court Judge to review and increase the weekly payments Held, that as the weekly payments had been ordered to be ended and the agreement terminated, the Court had no jurisdiction to increase the weekly payments.

(Nicholson v. Piper; 18th June, 1907; House of Lords.)

Interpretation of "Undertakers."

Defendants were the tenants of a small hut in a dock, and they supplied horses, men and gear for hauling railway wagons loaded with coal for ships using the dock from the railway sidings to the quay where the ships lay. One of the men in the employment of the defendants, while engaged in hauling a wagon to the quay, with coal belonging to the plaintiffs' ship, fell, and the wagon went over his foot. He took proceedings against the plaintiffs under the Workmen's Compensation Act, 1897, and a third party notice was served on the defendants. An award of compensation having been made in his favour, the plaintiffs brought an action claiming an indemnity from the defendants under Sec. 4. Held, that the defendants had the actual use or occupation of the dock, which was a factory, for the purpose of carrying on their business there and were therefore the occupiers thereof

and so were "undertakers" and liable to indemnify the plaintiffs under Sec. 4.

(Pacific Steam Navigation Co. v. Pugh; 18th June, 1907; Court of Appeal.)

Negligence of Fellow Servant

The law that a master is not liable to his servant for the negligence of a fellow servant who is employed to superintend and direct the work, provided the master has selected a proper and competent person for that purpose, is not subject to an exception in the case of an infant where the accident to the infant has resulted from the want of proper instructions given to him by the person in superintendence.

(Young v. Hoffman Co.; 4th July, 1907; Court of Appeal.)

THE
LABOUR GAZETTE

SEPTEMBER, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF AUGUST, 1907.

I.—GENERAL SUMMARY.

CONDITIONS of employment were very active throughout Canada during August. With the advance of the season, the demand for labour increased, and in many localities additional men could have been given employment. The labour scarcity, however, was less pronounced than at the corresponding period of 1906. Agriculturists became very busy during the month, harvesting having become general in Ontario, though in western Canada wheat cutting was not begun over a wide area until the closing days of the month. The western crop was officially estimated at about 75 per cent ; in Ontario the yield will be below that of last year; but in Quebec and the Maritime Provinces conditions compare favourably with 1906. The number of men required for the western harvest was estimated at 21,000, compared with 24,000 last year. Railway construction crews made good progress, the supply of labour being better maintained than in August, 1906. Building and civic improvements continued to give employment to large numbers. In the lumbering, mining and manufacturing industries, the month was a busy one. The Atlantic fisheries have had an exceptionally favourable season; but in British Columbia the run of sockeyes has fallen considerably below expectation. Transportation employees of all classes had a very busy month, both freight and passenger traffic being very heavy. Reports from British Columbia indicated a general scarcity of labour in that province. The demand for capital in almost every branch of industry exceeded the supply.

Changes in Wages and Hours of Labour.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours of labour, information concerning which was received at the Department during August:—

Lumbering.—In the Ottawa Valley the wages offered to shantymen for the coming winter season were considerably higher than last year, owing to the prevailing scarcity of men. (1)

Metal, engineering and shipbuilding.—Moulders at Victoria, B. C., were granted an increase in wages from $3.50 to $4.00 per day.

Printing.—Under the terms of a five-year agreement, stereotypers employed in newspaper offices at Toronto, Ont., had their wages increased to $18 per week for journeymen and $22 per week for foremen. About 24 men working in 7 offices were affected. The eight-hour day prevails.

Textile.—An increase of ten per cent. in wages was granted at Montmorency, Que., to a number of cotton mill employees previously receiving minimum rates.

Civic employees.—Civic firemen (12)

(1). See report of Hull correspondent.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

at Brantford, Ont., had their wages increased 10-25 cents per day.

Railway employees.—An increase was granted to locomotive engineers in the employ of the Grand Trunk Railway Company as a result of an investigation conducted by a board under the Industrial Disputes Investigation Act, 1907, a three years' agreement being signed. (2) Freight handlers employed by the Intercolonial Railway also obtained an increase in wages as a result of the findings of a Board of Conciliation under the Act respecting Conciliation and Labour, 1906. (3). Machinists in the employ of the Intercolonial were also granted an increase in wages dating from April 1.

Miscellaneous.—Barbers (38) in London, Ont., received an increase of $1.00 per week in wages.

Unskilled labour.—The rate for some 45 labourers at Halifax, N. S., was increased from 16 to 17 cents per hour. At Moncton, N. B., 300 labourers employed in the construction of the Intercolonial shops had their wages increased 10 cents per day as a result of the prevailing scarcity of workmen.

Cost of Living.

Butter, eggs, fruit, vegetables and other produce throughout Canada were exceptionally high in price for the season. The new crop of hay sold at a high rate, and fodder was generally scarce and dear. Milk increased in price one cent per quart at London, St. Thomas, Ont., and other points. Flour was upward at Montreal. Coal advanced 50 cents per ton at Ottawa and other places. In western Canada some anxiety was felt with regard to the supply of fuel for the winter season of 1907-08. the prevailing car shortage preventing the accumulation of stocks. Canned goods, including fish, fruits and vegetables, were upward in tendency.

Interruptions to Industry.

The number of trade disputes in existence during August was six less than in the previous month, but there was an increase of approximately 9,960 in the number of working days lost. Compared with August, 1906, there was an increase of one in the number of trade disputes and an increase of about 38,435 in the number of working days lost.

Among industrial establishments, etc., destroyed by fire or through other causes during August, 1907, the following, as reported in the press of the Dominion, may be mentioned:—

New Brunswick.—Cigar factory at St. John, loss $4,000; sulphite paper mill at St. John, loss $5,000; stores at Woodstock.

Quebec.—Lumber piles at Beloeil, loss $1,000; tub factory at Foster, loss $10,000; sash and door factory at Montreal, loss $20,000; hardware warehouse at Montreal, loss $25,000; seven stores and contents at St. Gregoire, loss $46,300; furniture factory and hotel at Ste. Thérese, loss $100,000; sash and door factory at Scott Junction, loss $7,000.

Ontario.—Pork factory at Aylmer, loss $8,000; docks of Dominion Lumber Company and lumber at Blind River, loss $100,000; business block at Dashwood, loss $30,000; planing mill at Dundalk, loss $6,000; sawmill at Hampden, loss $7,000; paint plant at Hamilton, loss $1,200; stores at Janeville, loss $4,000; car barns of Southwestern Traction Company at London, loss $100,000; bakery at London, loss $1,000; stores at Neustadt, loss $5,000; business block at Niagara Falls, loss $4,000; two business blocks at North Bay, loss $85,000; broom factory at Norwich, loss $20,000; six tenements at Ottawa, loss $12,000; grand stand and portion of exhibition buildings at Ottawa, loss $25,000; oil tank and 18,000 gallons of oil at Sarnia; clothing factory and pumping derrick at Seaforth, 75 workpeople thrown out of employment; grain elevator at Simcoe; gosoline launch No. 13 at Toronto; lumber mill at Toronto, loss $6,000; ferry "Shamrock" and sheds at Toronto, loss $26,000; store at Toronto, loss $1,000; organ factory at Uxbridge, loss $25,000; steam roller and church at Welland, loss $14,000; hotel near Wiarton, loss $5,000; sawmills, camp supplies and lumber at Wingfield Basin.

Barns at Cayuga, Downeyville, East Zorra and Harvey.

Forest fires in the Parry Sound district caused some damage.

Manitoba.—Business blocks at Griswold, loss $25,000; grain elevator and 1,200 bushels of wneat at Hamiota.

Saskatchewan.—Business portion of Oxbow, loss $175,000.

Alberta.—Flour mill at Clarresholm, loss $10,000; business block at Edmonton, loss $12,000.

Conditions in the Industries and Trades.

Conditions of employment during August in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

(2). The report of the Board of Investigation, together with a copy of the agreement, is published elsewhere in the present issue.

(3). The report of the Board is published elsewhere in the present issue.

Agriculture.

Farmers were very busy harvesting throughout Canada. Haying was completed in Quebec and the Maritime Provinces, having been delayed by wet weather. In Quebec and Ontario the harvesting of the grain crops was begun. The western harvest was fully two weeks later than last year, and cutting did not become general until the closing days of the month, though the winter wheat harvest in Alberta was begun some two weeks earlier.

Weather conditions were on the whole favourable for the maturing of the crops, though frost and hail storms did some damage in certain sections of the Northwest Provinces, the lateness of the harvest having exposed the grain to danger from the former cause. At the close of the month the opinion of experts was that the western wheat crop would be at least 75 per cent. of the average. In southern Manitoba, drought caused considerable damage, though an improvement took place in the early part of the month. In Saskatchewan, a three-fourths crop is expected. The Alberta winter wheat crop was heavy, and the outlook is that cattle exports from the Province this year will be extensive. Other crops in Alberta promised well, though the wool clip, owing to the exceptionally severe winter of 1907, was below the average. Reports received from Ontario varied considerably according to locality, but barley and peas were generally a fair crop, with oats, tobacco and potatoes below the average, and the yield as a whole showing a decline compared with 1906. Hay, though a light crop, was saved in good condition. Fall wheat turned out better than was anticipated. Cattle and dairying have suffered throughout the province from the prolonged dry weather. The honey crop will be small. Agricultural yields in Quebec will be larger than last year, the average crop being estimated at 80 per cent., or eight per cent. above that of 1906. In the eastern provinces crops are turning out better than promised earlier in the season. From British Columbia reports on the whole were favourable. There will be an average yield of fall and winter apples throughout Canada, and the quality promises to be excellent; earlier varities were light. Grapes will be a heavy crop, but pears are a failure and peaches scarce. Tomatoes are backward. High prices for produce of all kinds prevailed.

The supply of labour continued less than the demand in many localities, though the shortage was not felt to the same degree as in August, 1906. Wages for harvesters in Ontario ranged from $1.00 to $2.00 per day and from $18 to $30 per month with board, though skilled labourers received as high as $50 per month during the harvest. A number of harvester excursions were conducted by the railway companies to western Canada, about 21,000 men being required, of which 11,000 were for distribution in Manitoba, 7,500 in Saskatchewan and the balance in Alberta. Last year about 24,000 extra men were employed in this connection. The influx of homesteaders of the poorer class who were able to assist in the gathering of the harvest accounts in part for the falling off in the demand for outside help.

Fishing.

Some very heavy catches were reported by the deep sea fishing fleets of the Maritime Provinces. The coast fisheries showed further improvement as compared with the early months of the season, and the year promises a considerably larger return than 1906. In British Columbia the run of sockeyes on the Fraser river has been disappointing, but the northern canneries have put up a satisfactory pack.(4) The total pack for the entire province, up to the closing week of the month, was about 280,000 cases, compared with 460,000 for last year and 368,000 in 1903, the corresponding year in the cycle of four years. The run of humpbacks has been exceptionally heavy.

Lumbering.

Sawmills were running to full capacity throughout Canada, with lumber shipments correspondingly heavy. The sup-

(4). See report of New Westminster correspondent.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and in dustries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Active	Active	.....	Very busy	Very busy	.....	Active
Westville	Busy	.....	Quiet	Busy	Busy	.....	.....
Halifax	Active	Active	Active	.....	Active	.....	Busy
Amherst	Busy	Active	Busy	Busy	Very busy	.....	Busy
Prince Edward Islands—							
Charlottetown	Active	Active	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Busy	Active	.....	.....	Busy	Busy	Active
Chatham	Busy	Active	Busy	.....	.....	.....	Active
St. John	Active	Active	Very busy	.....	Busy	.....	Busy
Quebec—							
Quebec	Busy	.....	Very busy	.....	.....	Busy	Busy
Sherbrooke	Very busy	.....	Busy	Very busy	Busy	Active	Very busy
St. Hyacinthe	Active	.....	.....	.....	Busy	.....	Quiet
Montreal	Active	.....	.....	.....	Very busy	.....	Busy
Maisonneuve	.....	.....	.....	.....	Busy	.....	Busy
Hull	Active	.....	Very busy	Very busy	Very busy	.....	Busy
Ontario—							
Ottawa	Very busy	.....	Very busy	.....	Busy	.....	Busy
Kingston	Active	Quiet	Dull	Active	Active	Active	Busy
Belleville	Busy	Quiet	Dull	Busy	Very busy	Busy	Very busy
Peterborough	Busy	.....	Busy	Active	Busy	Active	Active
Toronto	Active	.....	.....	.....	Busy	Active	Very busy
Niagara Falls	Active	.....	.....	.....	Busy	Active	Active
St. Catharines	Busy	.....	.....	.....	Active	Active	Quiet
Hamilton	.....	.....	.....	.....	Busy	Busy	Active
Brantford	Busy	.....	.....	.....	Very busy	Very busy	Busy
Guelph	Busy	.....	.....	.....	Active	.....	Active
Berlin	Active	.....	.....	.....	Busy	.....	Busy
Woodstock	Busy	.....	.....	.....	Busy	.....	Active
Stratford	Active	.....	.....	.....	Busy	Active	Busy
London	Busy	.....	.....	.....	Very busy	.....	Busy
St. Thomas	Active	.....	.....	.....	Active	.....	Active
Chatham	Active	.....	.....	.....	Active	Active	Active
Windsor	Active	.....	.....	.....	Busy	.....	Busy
Sault Ste. Marie	.....	.....	.....	Active	Active	.....	Active
Manitoba—							
Winnipeg	Busy	.....	.....	.....	Active	Very busy	Busy
Brandon	Very busy	.....	.....	Active	Active	Very busy	Active
Saskatchewan—							
Moose Jaw	Busy	.....	.....	.....	.....	Very busy	Busy
Regina	Busy	.....	.....	.....	Active	.....	Busy
Alberta—							
Calgary	Very busy	.....	.....	.....	Busy	.....	Dull
Edmonton	Very busy	.....	.....	.....	Busy	.....	Dull
British Columbia—							
Nelson	.....	.....	Active	Busy	.....	.....	.....
New Westminster	Active	Dull	Very busy	.....	Busy	Active	Active
Victoria	Active	Quiet	Very busy	Busy	Busy	Busy	Very busy
Nanaimo	Busy	Active	Very busy	Very busy	.....	.....	Active

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE, SERIES G., No. 44.

CANADA DURING THE MONTH OF AUGUST, 1907.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or un favourable, as follows: (1) active

Metal, Engineering Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Very busy	Active	Active
.....	.....	.....	.....	.....	.....	.....	.....	Very busy
Active	.....	.....	Active	.....	.....	Active	Active	Active
Busy	Very busy	Very busy	Very busy	.....	.....	Busy	Busy	Very busy
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	Busy	Active	Active	Active	Quiet	Very busy	Busy	Very busy
Active	Active	Busy	Active	Active	.....	Busy	.....	Quiet
Active	Busy	Active	Busy	Active	.....	Busy	Busy	Busy
Active	.....	Busy	Quiet	Busy	Quiet	Very busy	Very busy	Very busy
Busy	Busy	Busy	Busy	Busy	.....	Busy	Busy	Busy
Active	Active	Busy	Busy	Active	.....	Busy	Active	Active
Active	Active	Active	Active	Active	Active	Very busy	Active	Busy
Active	Busy	Active	Quiet	Busy	Active	Very busy	Active	Quiet
.....	.....	.....	.....	.....	.....	.....	.....	Busy
.....	.....	Very busy	Busy	Busy	Active	Very busy	.....	Very busy
Active	Active	Busy	Busy	Active	Active	Busy	Active	Busy
Busy	Busy	Active	Busy	Active	Busy	Busy	Active	Busy
Busy	Active	Active	Active	Active	Active	Very busy	Busy	Active
Busy	Active	Active	Active	Active	Busy	Active	Active	Active
Active	.....	Active	.....	Busy	.....	Busy	Busy	Active
Active	Active	Active	Quiet	Active	Active	Active	Active	Active
Active	Active	Very busy	Quiet	Active	Active	Busy	Busy	Active
Very busy	Busy	Busy	Busy	Busy	Busy	Busy	Busy	Very busy
Active	Active	Quiet	Active	Active	.....	.....	Quiet	Active
Active	Busy	Active	Active	Active	Busy	Active	Active	Busy
Very busy	Busy	Busy	.....	Active	.....	Very busy	Busy	Busy
Active	Active	Active	Active	Active	Active	Active	Active	Active
Busy	Busy	Very busy	Active	Very busy	Very busy	Busy	Busy	Busy
Active	Active	Active	Active	Active	.....	Active	.....	Active
Active	Busy	Very busy	Quiet	Busy	.....	Busy	.....	Active
Very busy	Active	Active	Busy	Active	Active	Busy	Active	Busy
Active	Active	.....	Active	.....	.....	Very busy	.....	Active
Busy	Busy	Quiet	Dull	.....	Very busy	Very busy	.....	Busy
Active	Active	Active	Active	Active	.....	Very busy	Active	Busy
Active	Busy	Active	Quiet	Active	Active	Very busy	Active	Very busy
Busy	Busy	Busy	.....	Busy	.....	.....	Active	Active
Active	Active	Active	Active	Active	Active	Busy	Active	Very busy
Active	Active	Active	Active	Active	.....	Busy	Active	Very busy
.....	.....	.....	.....	.....	.....	.....	.....	Very busy
Active	Active	Active	Active	Active	Active	Active	Active	Active
Very busy	Busy	Busy	Active	.....	Active	Very busy	Busy	Busy
Busy	.....	.....	.....	.....	.....	.....	.....	Busy

ply of logs was well maintained, the water in the streams in Ontario and the eastern provinces being considerably higher than during the corresponding period of 1906. There was a diminution in the output of some of the mountain mills in British Columbia owing to a decrease in the demand from the Prairie Provinces. Preparations had begun in Ontario and the eastern provinces for the coming season in the woods. In New Brunswick the outlook is that the cut will be smaller next year than in 1906-07 with wages about the same or lower. In Ontario and Quebec, however, a large cut is expected, men being in demand for the shanties and wages averaging 15 per cent. higher than last year. A scarcity of pulp wood was reported in the Ottawa Valley, and the demand for and output of paper were exceptionally heavy.

Informations were sworn out during August by the government of Alberta charging members of the executive committee of the Alberta Lumber Dealers' Association, numbering twelve in all, with conspiracy under the Criminal Code in relation to restraint of trade and trade combinations. Each of the defendants was charged with three conspiracies; first, with his company, directors and other members of the Alberta Retail Lumber Dealers' Association; second, with the members of the Mountain Lumber Manufacturers' Association of British Columbia; and third, with the British Columbia Lumber and Shingle Association. The action was taken as the result of the investigation held by a special committee of the House of Commons during the recent session of Parliament into the operations of an alleged combine of lumber dealers in western Canada. (5)

Mining.

Heavy outputs were reported from the Nova Scotia collieries, with the exception of those in the Springhill district, where labour disturbances curtailed operations. Shipments were also exceptionally large. The supply of labour was somewhat diminished by the movement of harvesters to western Canada. In Quebec the mica and asbestos mines were producing heavily, and prospecting on an extensive scale was in progress. Favourable reports were received from eastern Ontario and from the oil regions in the southwestern portion of the province. At Cobalt the month compared favourably with July. A shortage of coke caused considerable inconvenience to smelters and metalliferous mines in the interior of British Columbia, Rossland and the Boundary district being particularly affected. The coal mines of Alberta and British Columbia were producing steadily, but were hampered in some localities by a shortage of cars. Men were in demand for the Crows' Nest Pass collieries and coke ovens.

The blast furnaces of the Antikokan Iron Co. were blown at Port Arthur, Ont., during July.

It was officially estimated that about $64,000,000 of gold remained to be taken from the gravels in the Yukon, from which $119,000,000 have already been secured.

Manufacturing.

Conditions remained about the same as in July. Manufacturing establishments were for the most part working full time with complete staffs, and in several branches and localities overtime was reported necessary in order to keep up with orders. Shipments of manufactured goods for the western market have been heavy, and the outlook is for an active autumn season.

The power plant at Chignecto mines, Cumberland county, N. S., from which electrical energy will be distributed to the industries of Amherst, N. S., was inaugurated August 1. This is the first plant in America for the generation of electrical power at the mouth of a coal mine, for distribution to distant centres.

Railway Construction.

Rapid progress was made during August in connection with the heavy contracts for railway construction throughout Canada. On the eastern sections of

(5). For statements relating to the appointment, proceedings and findings of this committee, see the March, April and May, 1907, issues of the *Labour Gazette*, at pages 935, 1051 and 1178 respectively.

the National Transcontinental line, additional gangs were given employment, while on the sections west of Lake Superior and Winnipeg, about four miles of track were being laid daily; grading, bridge building, track laying or other construction work being in progress throughout the route from Fort William to Edmonton. It was estimated that in addition to the branch from Fort William to Superior Junction, some 400 miles of track would be laid west of Winnipeg this year. Extensions of the Canadian Pacific railway system in western Canada were also being rapidly pushed forward (*). There was a demand for labour in some localities, though the supply was much better maintained than at the corresponding period of 1906. The fact that fewer labourers will be required in connection with the western harvest will also tend to equalise the demand. In the other provinces conditions were active, particularly in connection with repair work, which was on an extensive scale in Ontario and Quebec. The new Gosford branch of the Quebec and Lake St. John railway in Quebec and the Guelph and Goderich branch of the Canadian Pacific Railway were opened for traffic during August.

On the 29th of August, the southern portion of Cantilever bridge, under construction across the St. Lawrence river, eight miles above Quebec, collapsed. killing 63 men and injuring 11 others. The monetary loss will be very heavy.†

General Transport.

Railway employees of all classes had a very busy month owing to the heavy tourist traffic and the large quantities of freight being moved. A shortage of rolling stock was reported in several sections, being particularly felt in the mining districts of Alberta and British Columbia, where the distribution of fuel was considerably delayed. The heavy westward movement of general freights during the summer has placed a supply of box cars in readiness for the eastward movement of the grain crops.

(*) See report of Brandon, Man., correspondent.

(†) A special article dealing with this disaster is published elsewhere in the present issue.

In connection with the moving of the 1907 grain crop, a report recently issued by the Department of Trade and Commerce, Canada, shows that on the C. P. R. there are 917 elevators and 32 warehouses, with a capacity of 28,538,200 bushels; on the Canadian Northern, 275 elevators and 20 warehouses, capacity 7,485,000 bushels; on the Midland and the Brandon, Saskatchewan and Hudson Bay, 13 elevators, capacity, 365,000 bushels; on the Alberta Railway and Irrigation line, 7 elevators, capacity, 209,000. The C. P. R. has 7 Ontario terminal elevators, capacity 11,625,000 bushels, and the C. N. R. has 2, capacity 7,000,000. In all there are 1,221 elevators and 52 warehouses, having a total capacity of 55,222,200 bushels.

Canals and port returns show an increase in traffic as compared with the season of 1906. Longshoremen, ship labourers, etc., had a correspondingly busy month..

From Fort William and Port Arthur, from the opening of navigation, April 30. to July 31, the following grain shipments were made: Wheat, 22,275,141 bushels; oats, 7,061,650 bushels; barley, 619,717 bushels; flax, 281,410 bushels; The bulk of these was carried in Canadian hulls. The total shipments to the points of destination were as follows: Owen Sound, 2,744,590 bushels ; Midland, 1,305,918; Tiffin, 205,000; Depot Harbour, 3,662,456; Collingwood, 256,000; Point Edward, 1,272,038; Meaford, 741,771; Goderich, 2,193,594; Welland Canal, 59,500; Kingston, Prescott and Montreal, 18,656,805; Port Huron, 437,958; Buffalo, 8,607,506 bushels.

The proposed uniform code of rules for Canadian railways, in the preparation of which a committee of trainmen and railway officials have been engaged since February, 1907, was recently forwarded by the secretary of the Board of Railway Commissioners to representative railway employees throughout Canada, the latter being advised that the Board would receive suggestions in connection therewith on or before December 1 next. The rules will be considered by the Board at an early date in connection with suggestions received.

The Trades.

Building.—The various branches continued active. In several of the larger cities, including Montreal and Toronto, the season has been more active than last year, though at Winnipeg and elsewhere the number of permits has shown a falling off. In western Canada the month has been quieter than was anticipated, owing largely to the scarcity of money.

Metal, engineering and shipbuilding.—Conditions were very active for moulders, iron workers, machinists, engineers, etc.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers, employees in furniture establishments, etc., had a good month. Coopers were very busy.

Printing.—Trade was somewhat quiet in several centres from seasonal causes, though the month compared favourably with the corresponding period of previous years. Bookbinders, as a rule, were very busy.

Clothing.—Journeymen tailors were well employed for the season, and garment workers were busy. Employees of boot and shoe making establishments were quiet.

Textile.—Cotton mills were all very busy. Woollen mills were active.

Leather.—The month was quiet.

Food and tobacco preparation.—Confectioners were very busy. Bakers and butchers were busy. Cigar makers and tobacco workers had a good month.

Miscellaneous.—Barbers, hotel and restaurant employees, laundry workers, etc., were very busy owing to the tourist and holiday trade, which has been exceptionally heavy this year.

Unskilled labour.—This class was very busy throughout Canada, and there was a considerable demand for additional workmen at several points. The scarcity of men, however, will be less pronounced than that which prevailed during the autumn months of 1906, notwithstanding that operations in several branches of industry, including railway construction, mining and civic improvement work, are on an equally or more extensive scale than in 1906.

Canadian Trade and Revenue.

Foreign trade.—During July, 1907, the total value of imports entered for consumption was $34,557,998, compared with $23,652,122 in July, 1906. Total domestic exports during July, 1907 amounted to $27,723,599, compared with $16,549,548 in July, 1906. The chief increases of the month were shown under the headings of The Mine, The Fisheries, The Forest, Agriculture and Manufactures, the only decrease being under the heading of Animals and Their Produce.

The commercial agent of the Dominion in Japan reported an improvement in the financial and commercial situation. Trans-Pacific freight rates were increased.

Imperial trade.—According to reports received from commercial agents at the Department of Trade and Commerce, Canada, excellent openings prevailed in the British market for Canadian pears, apples and other fruits. The cheese and cereal markets in Great Britain have also shown an improvement.

Domestic trade.—Retail trade was quiet from seasonal causes. Collections were fair. The money stringency continued, call loans showing a decrease, though current loans showed a heavy increase. The outlook for fall trade was regarded as satisfactory.

The Canadian bank statement for July, 1907, showed total assets of $956,661,776, compared with $958,342,255 in the previous month. The total liabilities for July, 1907, were $780,030,584; in the previous month the liabilities amounted to $781,075,593. The notes in circulation amounted to $77,604,170 in July, 1907, and to $75,510,402 in June. Deposits payable on demand totalled $166,352,146 in July and $170,042,326 in May.

Canadian revenue.—Canadian revenue during August, 1907, amounted to $9,364,517.31. For the five months ending August 31, 1907, the total revenue was $41,656,405.92. The expenditure on capital account for August amounted to $2,448,258.21.

Notes.

The first convention of Builders' Exchanges of Canada was held at Toronto.

An association to be known as *The Canadian National Association of Builders* was organized.

The first annual convention of the *Saskatchewan Municipal Union* was held at Regina, Sask. The *Ontario Municipal Association* also held its annual meeting at Toronto, Ont. The *Union of Canadian Municipalities* met at Port Arthur and Fort William, Ont. ‡

The Nova Scotia government has appointed a commission to investigate the subject of *old age pensions*. The commission, the appointment of which bears date of August 15, consists of the following gentlemen: Walter Crowe, Sydney, N. S., chairman; Stephen B. McNeil, Glace Bay, N. S., Robert Drummond, Stellarton, N. S., and William Hodge, Springhill, N. S.

The annual meeting of the Maritime Board of Trade was held at St. John,N.B., August 21-23. The subjects of immigration, technical education, the lobster fisheries, transportation and general industrial conditions were dealt with. Other conventions held during the month were as follows: The Photographers' Association of Canada, at Toronto, Ont.; the sixth annual Canadian convention of Master Bakers, at Toronto, Ont.; the annual meeting of the Boot and Shoe Manufacturers' Association of Canada, at Quebec, Que., the fifteenth annual convention of the International Railway Master Blacksmiths' Association at Montreal, Que.; the annual Canadian Union Meeting of the Brotherhood of Locomotive Firemen and Enginemen at Hamilton, Ont.; the annual convention of the Canadian Association of Stationary Engineers at Guelph, Ont., and the eighth annual convention of the International Union of Boot and Shoe Workers at Toronto, Ont.

‡A special report of proceedings is published elsewhere in the present issue.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during August was active. The large industries were all busy, and activity was the rule in every trade throughout the district and province, Springhill excepted.

The steel industries were unusually active, four furnaces being in operation at the Sydney works during part of the month. This increased the output and kept every department in continuous operation. The ore supply, which for some time was suspended owing to the burning down of the piers at Wabana, is being delivered as before. The Nova Scotia Steel Works Company maintained a steady output. This company's coal output is about the same as in 1906.

The Dominion collieries were active, heavy shipments being made. The large heaps at the banking stations have been filled away; this will affect fall shipments, but the output may increase from September 1 to the end of the shipping season. Inverness collieries were very active; and will probably show the largest gains of any in the Province. Port Hood has been running well up to 400 tons a day. The Mabou collieries were fairly active. Pictou collieries were very busy and are likely to continue so. All of the Cumberland collieries were active except those at Springhill, where a strike has existed since August 1.

Newcastle colliery at Port Morien will increase its output; new machinery has been installed and extensive repairs are being made to the breakwater and shipping piers. The Morien district has been thoroughly prospected during the summer and an abundance of coal was reported.

The building trades were busy, unusual activity prevailing in the Sydney Mines district. Besides the erection of public buildings, eighty private dwelling houses are being constructed there.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops were good and the harvest will be larger than was expected earlier in the season. During the latter part of the month good weather for hay-making prevailed.

Fishing.—The coast fisheries have slightly improved. Deep sea fishing yielded large returns, being the best in several years.

CONDITION OF PARTICULAR TRADES.

The different skilled trades were active during the whole month. Traffic was very heavy, with unskilled labour in demand.

WESTVILLE, N. S., AND DISTRICT.

Mr. Thos. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were active, the mines being exceptionally busy, though the output was somewhat retarded by the holidays. Many left for the Western harvest fields, the majority being young men. This reduced the working force at the collieries, but the loss was to some extent made up by an influx of workmen from Springhill who are out on strike. There were no changes in rates of wages or hours of labour, and no strikes or lockouts reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting the hay crop. New potatoes, beets, turnips and other products of the farm were on the market, and met with ready sale at good prices. The hay crop in this district is light, but the grain and root crops, with a few exceptions, will be very good.

Lumbering.—The industry was somewhat quiet, with the usual staff employed preparing pit timber, etc., while others were employed hauling the winter cut of deals to the nearest ports.

Manufacturing.—The Trenton Steel works were very busy. The Sutherland Rifle Sight Manufacturing Company is being retarded by the non-arrival of machinery. The construction of the water extension is progressing fairly well, but is being delayed by a shortage of labour. The contractor is offering $1.60 per nine hour working day.

Mining.—The mining industry was very busy, with the average output well maintained. The production of the Drummond colliery for the month of July amounted to 24,947 tons of coal; 614 tons of coke, and 110,000 fire bricks. The company's pay-roll was about $40,000.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during August was very active, being fully as active as the previous month. Arrangements for the coming annual exhibition gave employment to a number, and the outlook was very favourable. A strike of longshoremen employed in loading a steamer at Pickford & Black's wharf, occurred at noon Monday, August 27th, because the company employed a non-union man. The men, sixty in number, were engaged in discharging cargo from the *Kathinka,* which arrived in port Sunday from Santiago, Jamaica, and the West Indies with a general cargo, including a large quantity of fruit and other perishable goods for the road. The men claimed that when the recent agreement was made, it was understood that non-union men were not to be employed, while on the other hand the company claimed that the agreement referred only to the question of pay. The men remained out until Tuesday morning, August 28th, when they returned to work, the non-union man who was the cause of the strike not being put to work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops will be good.

Fishing.—Normal conditions prevailed.

Lumbering.—About the same conditions prevailed as during the previous month.

Manufacturing.—Conditions continued about normal.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, carpenters, masons and joiners were all well employed, while painters were very busy. Plumbers were active and stonecutters busy.

Metal, engineering and shipbuilding.—Boiler makers, iron workers and kindred trades have been normally active.

Clothing.—Journeymen tailors and garment workers were fairly busy. Boot and shoe workers reported conditions normal.

Unskilled labour.—This class was fairly active.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during the past month has been very active. Building operations were exceedingly brisk, giving employment to large numbers of mechanics and unskilled labourers. The contract for street paving was completed, but the men thrown out of employment were readily absorbed. The strike at Springhill of 1,600 men threw a large number of labourers on the market, but no reduction in rates of wages was caused thereby. Over 500 men have already left Springhill to seek employment elsewhere. In the coal trade, employment can be readily obtained. The fact, however, that one of the chief coal areas is not producing is causing a serious loss to the town and those directly interested. The municipality of Amherst has spent about $40,000 this year on permanent streets and sidewalks, and a similar sum on improvements to the waterworks system and extensions to sewers. Many substantial buildings are being erected, and it is estimated that approximately $150,000 will be spent on buildings in Amherst this year, notwithstanding the stringency of the money market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Wet weather seriously interfered with haying. The crop this year will not average over 85 per cent. All other crops are well up to the standard.

Lumbering.—Heavy shipments of lumber were being made to the European market.

Manufacturing.—Nearly all manufacturing establishments were working both day and night. There are general complaints concerning the stringency of the money market.

Mining.—With the exception of Springhill, the collieries were exceedingly active. Development work is going steadily on, and the outlook for the future is exceedingly bright.

Other industries.—The Maritime Coal, Railway and Power Company formally opened its electrical power plant this month; the waste products of its mine at Chignecto is used for the production of power to supply the industries of Amherst. This is the first plant of its kind installed on the continent. It is thus far working satisfactorily.

CONDITION OF PARTICULAR TRADES.

Building.—Building operations continued active. The Bank of Nova Scotia is preparing a site for a new building. The Royal Bank building is nearing completion. A number of other brick and stone buildings gave abundance of employment to all members of the trade.

Metal, engineering and shipbuilding.—Iron workers and helpers were in demand at good wages.

Woodworking and furnishing.—Employment in the works of the Rhodes-Curry Company has been exceedingly active. This firm has lately secured a

number of mechanics from England and Scotland.

Printing.—A few printers could obtain employment in different printing establishments of the city.

Clothing.—Trade was reported active, with a slight demand for journeymen tailors.

Miscellaneous.—There was a demand for several competent barbers and furriers.

Unskilled.—There has been a great demand for unskilled labour in Amherst and immediate vicinity. The Maritime Railway and Power Company recently advertised for a number of this class. Men are also required by the railways for construction work. Wages are higher than during any previous year.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labor market during August was about the same as in July, with supply and demand well balanced. The building of the new car shops and freight shed for the Prince Edward Island railway, the enlargement of the railway wharf, the building of the new rifle range and the completing of the Prince of Wales College, were among the more important works in progress. Throughout the province there was a good demand for labour. At Summerside, work in connection with the railway was in progress. At St. Peters Bay a breakwater has been built At Souris a new railway wharf is under construction; and at Georgetown repairs are being made to the Local Government wharf. Wholesale and retail dealers reported trade normal.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The close of the month saw hay-making finished. The following note concerning the hay crop is taken from the report issued by the Provincial department of Agriculture:

Hay.—The hay crop is better in Prince County than in Queen's or King's, but over the whole of the province it is less than a three-quarters average crop. Very little clover survived the winter. Through June the outlook was for a failure, but the showers of July improved it very much. The weather was very unfavourable for saving the crop in good condition.

The report also stated that in most sections farm help is scarce, and wages have advanced somewhat and range from 65c to $1 per day or from $13 to $20 per month, with board. The average wage is about 85c per day or $16 per month. On the 20th of the month 450 men left on the harvest excursion to the West.

Fishing.—The season for lobster fishing on the North side of the Island and on a portion of the South side closed the middle of July, but over a portion of the South side the factories kept running till the 10th of August. A fair amount of cod were taken but comparatively few mackerel.

Manufacturing.—Factories were operated under normal conditions. The cheese factories had a good month, the price being the highest received this season.

Railroad construction.—Work was furnished to a large number of men.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters, decorators and paper hangers, plumbers, gas and steam fitters, stone cutters were active. Builders' labourers were fairly active.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, steam engineers, linemen, sheet metal workers, bicycle workers, jewellers and watch case makers were active.

Woodworking and furnishing. — Wood workers, upholsterers, carriage and wagon makers and car builders were active.

Other trades. — Printers, pressmen, bookbinders, tailors, garment workers, boot and shoe workers, bakers, confectioners, butchers, tobacco workers, tanners, curriers, saddlers, barbers, clerks, stenographers, hotel employees and rail-

road employees of all classes were active.

Unskilled.—There was a good demand for men.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during August showed but little change compared with July. The unusual amount of wet weather somewhat retarded farm work and building operations, though good progress was made in the various undertakings about the City and the amount of work done was much in excess of that of the corresponding month of last year. The building trades were active, many houses being remodelled, while over sixty new residences, mostly of a high grade and well constructed, were in various stages of construction. Work on water and sewer extensions and on sidewalks was also under way. Excellent progress has been made on the Intercolonial workshops. The freight-car repair shop, the planing mill and the passenger repair shop were about completed, and considerable work has been done on the construction of the stores, office building and paint shop. The large machine shop, which contains two boiler shops, each 50x375 feet, a machine shop, 176x410 feet, a locomotive shop, 80 x375 feet, and a blacksmiths' shop, 75x375 feet, has its foundations laid. Shortage of labo r has retarded the work. Four hundred workmen are now employed and as many more could be given employment. The labourers had their wages increased to $1.60 per day, from August 19. Wholesale and retail trade was rather quiet, but the real estate business was active. Rents were high with collections fairly satisfactory. The Shopmen of the Intercolonial Railway have been granted a half-day on Saturday afternoons. Relations between employers and employees have been cordial.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay was an average yield and the crop from the marshes promises well. The season has been bad for curing. Grain and vegetables look well, but are later than usual. Blue berries were a heavy crop, and large shipments were made. Farm labourers were scarce, their wages being $1.50 to $1.75 per day with board. Prices of farm produce were high.

Fishing. — Lobster packing has closed for the season; although the spring was late the season's catch was a good one.

Manufacturing.—Local factories were all working full time with the usual complement of workmen. The Textile Manufacturing Company advertised for girl weavers.

Railroad construction and employment—Seventy men were employed double tracking the Intercolonial Railway from Moncton to Painsec A new station is being built at Sackville. A large amount of repair work was being done along the line.

CONDITION OF PARTICULAR TRADE.

Building.—Employment was rather quiet with bricklayers. Masons and carpenters were very active and in demand. Painters and decorators were very busy, with the supply limited. Plumbers were active. Builders' labourers had steady employment.

Metal, engineering and shipbuilding.—Iron moulders and helpers, electrical workers and linemen were actively employed, with blacksmiths, horseshoers and boilermakers busy.

Woodworking and furnishing.—All were very active, the woodworking establishments being rushed with orders.

Printing. — Printers, pressmen and bookbinders reported trade good.

Clothing.—Employment was good for the season. Garment workers were busy.

Food and tobacco preparation.—Bakers and butchers had active employment.

Leather.—Conditions were somewhat quiet.

Miscellaneous.—Barbers, clerks and

stenographers reported a good month. Delivery, hotel, theatre, restaurant, and laundry employees were busy.

Transport.—The heavy tourist traffic and the large amount of freight moving made an active month for railway crews. Carters, teamsters and expressmen were active.

Unskilled.—Very active conditions prevailed, and high wages were offered for competent men, the demand being in excess of the supply. The harvesters' excursion on August 20th took a considerable number west, but not as many as last season, it being estimated that about 1,800 men from the Maritime provinces have left.

CHATHAM, N.B., AND DISTRICT.

Mr. Theo. DesBrisay, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Less labour was employed during August shipping lumber, but more was required for the harvesting of the hay crop. The weather in July and the early part of August retarded haying, but for the past two weeks it was warm and dry. There were no changes in rates of wages or hours of labour and no strikes or lockouts reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy haying. The crop was reported a good one.

Fishing.—The catch has been large.

Lumbering.—The lumber mills were all running to full capacity.

CONDITION OF PARTICULAR TRADES.

Building.—Busy conditions prevailed. Gas and steam-fitters, stone cutters and builders' labourers were active.

Metal.—These trades were generally busy. Iron workers and helpers, metal polishers, and blacksmiths were active.

Woodworking and furnishing.—Coopers were active.

Printing.—Busy conditions prevailed.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters and ice handlers were active.

Leather.—Leather workers, saddlers, trunk and bag makers were busy, and tanners and curriers active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees, and laundry workers were busy.

Transport.—Busy conditions prevailed in all branches.

Unskilled.—The supply exceeded the demand.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active. A scarcity of unskilled workmen and farm labourers has been felt. Messrs. Flood and Bates have been awarded the contract for the erection of a flour warehouse in connection with the I. C. R., at York Point Slip. The building will be 202 x 140 feet, and will be completed this fall. Rapid progress is being made with the work of rebuilding Union street, St. John West. A new warehouse is under construction, and it is expected that the new wharf and warehouse will be ready for the opening of winter port business. The Street Railway Company opened its new loop at St. John West on August 17. On the 20th of August, 2,500 young men from all parts of the Maritime Provinces left for the Canadian Northwest on the C. P. R., farm labourers' excursion. Bank clearings for the five weeks ending August 22nd were $6,811,484, and for the corresponding period last year, $6,195,667, being $615,817 greater in 1907 than in 1906, and $2,612,086 greater than for the three weeks ending July 18th of the current year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The auction sale of horses imported by the New Brunswick government took place at Fredericton, July 31. Twenty animals were disposed of, including fourteen Clydes, five Percherons and one French coach mare. The total proceeds of the sale amounted to $6,065, an average of $303.25 for each animal. Under the terms of the sale the horses must be kept in the province for breeding purposes at least five years, and they can be sold to parties outside the province after that time only with the consent of the governor-in-council. The Deputy Commissioner of Agriculture has gone to the Toronto fair to purchase sheep for the provincial government. Men were scarce, and as high as $35.00 was paid for good hay-makers. The continued wet weather interfered considerably with hay-making, and it is feared that the potatoe crop will suffer in consequence of so much rain.

Fishing.—The salmon fishing has closed, and the record of the season's catch is not yet obtainable, but the fishermen have not done so well as during the past few years.

Lumbering.—Employees of the St. John River Log Driving Co., at the Michel and Douglas booms, made, during the month of July, a record for rafting operations. The water conditions at the Michel boom aided greatly in the work there, but the exceptionally high water made the currents at the Douglas boom too swift for the fastest work. In all, 46,945,080 feet of logs were rafted during the month of July at the two booms and Springhill. This, added to 37,886,372 feet rafted up to the end of June, shows a total of 84,831,452 feet rafted this season to date.

Lumbermen unite in the opinion that there will not be more than sixty or seventy per cent of the lumber cut on the St. John river this coming winter, that there was last season. It is expected that $30.00 will be the average wage paid.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners were busy. Painters, plumbers and gas fitters, and builders labourers were active.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers machinists and engineers, electrical workers and linemen, blacksmiths and boilermakers were busy. Steam engineers and sheet metal workers were active.

Woodworking and furnishing.—Woodworkers and shingle weavers were busy.

Printing and allied.—Printers, bookbinders and pressmen were active.

Clothing.—Journeymen tailors were busy.

Food and tobacco preparation.—Bakers and confectioners were busy, and cigar makers active.

Miscellaneous.—Brush and broom makers were busy.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen, freight handlers, steamboatmen and firemen were busy. Ship labourers were active. Street railway employees were busy.

Unskilled labour.—This class was busy.

DISTRICT NOTES.

Fredericton.—The Monitor Manufacturing Company is being organized to manufacture acetyline gas generators and other acetylene appliances. The company will have $25,000 capital. Almost $50,000 in taxes was paid in up to the close of the discount period. This is the best showing in the history of the city.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin, and *E. Little, correspondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour of all classes was well employed during August, though outside work was interfered with by rainy weather in the early part of the month. The demand for unskilled labour was, on the whole, in excess of the supply. In the building trades also the only time lost

was occasioned by unfavorable weather and men were in demand. Skilled workmen in many cases were receiving more than the union scale. The number of tourists was exceptionally large, hotels being taxed to their full capacity. There was a disagreement between the structural iron workers employed on the Quebec bridge and the Phœnix Bridge Company; the men returned to work on the 12th of August the matter having been amicably adjusted. (*). The royal mail steamer "Empress of Ireland" made the passage from Liverpool to Quebec in August in six days, 9 hours and fifty minutes, the fastest on record. The new detention hospital for immigrants, 150 feet by 50, with accomodation for 350 inmates, is expected to be completed within a few weeks, a large staff of men being at present employed on the building.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay was a very heavy crop, but the farmers had difficulty in saving it owing to the wet weather. Grain crops promise unusually well; the yield will exceed the average with favourable weather conditions. Root crops are promising.

Lumbering.—The large mills were working to full capacity and will have difficulty in completing the cut before the frost sets in. Men were reported scarce, though wages ranged from 15 to 25 per cent higher than last ear. There has been a tendency in the mills towards the adoption of 10 or 10½ hours per day in place of the 11 hour day which prevails in the majority of the establishments.

Railway construction.—The new Gosford branch of the Lake St. John Railway was opened on August 1.

CONDITION OF PARTICULAR TRADES.

Building.—The various branches were busy.

Metal, engineering and *shipbuilding.*—All classes were active.

Printing. — Printers and pressmen were very busy; bookbinders were busy.

Clothing.—Tailors were active but boot and shoe workers were somewhat quiet, a number of the factories working less than full time.

Food and *tobacco preparation.*—A busy month was reported.

Leather.—Quietness prevailed.

Miscellaneous.—Barbers, delivery employees, hotel and restaurant employees, laundry workers, etc., were very busy.

Transport.—Railway employees and steamboatmen were busy. Ship labourers and longshoremen were on the whole quiet, though busy at intervals. Cab drivers, street railway employees, etc., were very busy.

Unskilled labour was very busy.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was in demand during August. Unskilled labour in some cases could not be obtained. Machinists found ready employment at the Rand Drill and Jenckes machine shops. Carpenters were greatly in demand at the exhibition grounds where a number of new buildings were being erected for the coming Dominion Exhibition. The E. & C. Fairbanks Company, of St. Johnsburg, Vt., which will establish a branch of its industry here has staked off the ground for its shops, and expects to begin shipping goods by the first of next year. This company has been incorporated in Canada with a total capital of $150,000, its chief place of business being Sherbrooke. In addition to a number of other dwellings, several houses are being erected in the south ward for workingmen. The contract for the building of the Young Men's Christian Association has been let, and work commenced, the building will cost approximately

(*) A special article is published in the present issue dealing with the disaster which occurred at the Quebec bridge on August 29, and which resulted in the death of sixty-three workmen, the serious injury of eleven, and the destruction of the portion of the bridge which had been erected from the southern shore of the St. Lawrence.

$20,000. Wholesale and retail trade was busy. There has been no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Wet weather greatly inconvenienced the farmers, and the hay crop suffered materially. The grain and root crops promise well. There was a great scarcity of farm help.

Manufacturing.—All branches were busy. The woollen mills, and Carpet Company were running full time with plenty of orders ahead.

Mining.—The industry was very busy and in need of more men.

Railroad construction and employment. The railway companies were giving full employment to a large number of men at repairing tracks. The Quebec Railway Company is building a new station at Thetford Mines.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were very busy. Unskilled labour was busy.

DISTRICT NOTES.

Cowansville.—A by-law to encourage the establishment of the Celluloid Advertising Company was carried.

Beebe Plain.—The Canadian Granite Cutters' Union, organized lately with head-quarters at Beebe Plain, has been incorporated under a Dominion charter, granted under the Trades Union Act of Canada. The names on the charter were as follows: Arthur Jones; James Clarke; John Clarke; Joseph Earl; Hans Simonson; George Smith, and Charles Vezina. All of the granite cutters employed by the Stanstead Quarries Company, numbering between 70 and 80 workmen, are said to have joined the union, and the workmen employed in the other quarries in Beebe Plain and at Graniteville are reported to have made application to join the union. An interesting clause in the constitution of the union, is that which aims to prevent strikes and lockouts where the union is recognized. The clause in question provides that "when an amicable arrangement cannot be reached after negotiations a Board of Arbitration shall be appointed in the usual way, the decision of which shall be binding on both parties." The charter gives to this Union powers to form branches throughout the Dominion. The officers of the Union are: Pres. John Clarke; Vice-pres. Hans Simonson; Treasurer, J. Johns; Secretary, A. Jones and assist. secretary, G. C. Mackie. It is noteworthy that the number of new charters issued under the act is eight to date.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Favourable conditions prevailed in the labour market, though the building trades were dull. Sash and door factories were very busy. Boot and shoe factories were somewhat quieter than in the preceding month. The organ factory was very active, overtime being necessary to keep up with orders. In the leather industry, the month was quieter than the previous one. The iron working establishments were very busy and had good prospects for the future. The corset factory was very active. Prospecting for petroleum and natural gas in the grand range of St. Francois was commenced in the last week of the month, and borings will be made by a large gang of men. Artesian wells in this locality have reached, at a depth of sixty feet, a supply of natural gas. Traces of natural gas were also found in the parish of St. Barnabé north of St. Hyacinthe and prospectors have secured prospecting permits from the owners of the land.

The draining of the King's highway in front of the dairy school and the property of the local government will be done in the fall. Business was generally active. Banks reported favourable conditions. There were no changes in wages or hours and cordial relations continued between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers expect a good crop. Harvesting made rapid progress the fine weather assisting operations. Garden produce brought good prices.

Manufacturing. — Manufacturing establishments of all kinds had steady work; activity is expected next month.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters and joiners had an active month. Painters and paperhangers had a fair month. The other branches were dull.

Metal, engineertng and *shipbuilding.*—Active conditions were reported.

Woodworking and *furnishing.*—Woodworkers, upholsterers, wood carvers and pattern makers were active. Carriage and wagon makers were busy.

Printing.—These crafts were very active, with overtime prevailing.

Clothing.—Journeymen tailors and garment workers were very busy; boot and shoe workers were dull.

Food and tobacco preparation.—Activity prevailed.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees, and laundry workers had a good month.

Transport.—Busy conditions prevailed.

Unskilled labour.—This class was fully employed.

DISTRICT NOTES.

Sorel.—The steamer "Emelia" of the Canadian fleet was docked at St.Joseph for repairs. The steamer "Woburn" discharged during the last week of the month 2,400 tons of coal for the vessels of the fleet of the Marine Department at Sorel. The city council is giving employment to a number of men. The contract for repairing the wharf at the confluence of the Richelieu and St, Lawrence Rivers has been awarded, the amount being $125,000.

Acton.—A new firm to be known as the "Acton Shoe Company" has been registered in the prothonotary's office.

St. John.—The construction of the new post office building is being forwarded rapidly, the contractors being required to deliver the building next spring. The interior is to be completed before the fall. Activity has been general. The Singer Manufacturing Company has been in full operation.

Roxton Pond.—The building of the tool factory was commenced. The new industry will give employment to hundreds of men.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Mid-summer sales of realty on the Island of Montreal amounted to $2,781,501 during July of which the major portion represented sales in the City of Montreal, transactions there amounting to $2,198,434. Westmount sales amounted to $160,100. In other localities the sales were as follows:-Longue Pointe, $15,539; Maisonneuve, $45,219; Delorimier, $29,787; St. Louis, $174,055; Outremont, $31,244; Maplewood, $61,632; Cote des Neiges, $600; Notre-Dame de Grace, $4,987; Westmount Plateau, $2,898; Montreal West Junction, $6,425; Verdun, $29,571; and Cote St. Paul, $17,010. There were 329 real estate transfers in the City ward and town of Westmount recorded at the registry office during July. These returns are in excess of those of any previous year. The firm of Viau & Brother has completed its establishment at Maisonneuve, and will give employment to over 300 workmen. The Slater Shoe Manufacturing Company has had improvements and additions made to its extensive factory.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were busy, being more active than in the corresponding month of last year.

Metal, engineering and ship building.—These trades reported active employment.

Woodworking and furnishing. — All were well employed. There was a slight demand for skilled workmen in some of the woodworking branches of the trade. Carvers, cabinet makers, etc., had fairly active employment.

Printing. — Active conditions prevailed.

Clothing.—The Clothing Trades were affected by the strike of the garment workers, 500 of whom are out on strike for the abolition of the "Sweating System" and other causes. The strikers made the following demands:-

1. Abolition of the piece work system.
2. Fifty-five hours for men and fifty-one for women to constitute a week's work.
3. Work to be paid for on a sliding scale basis.
4. Wages to be made up by competent foreman, and all work to be taken out of the hands of contractors.

Food, and tobacco preparation.—All in these trades were busy.

Leather.—Tanners, trunk and bag makers had active employment.

Miscellaneous.—Hotel and restaurant employees were well employed owing to the large tourist traffic. Delivery employees were quiet.

Transport.—Work on the wharves was hampered by a strike of over 150 longshoremen employed at unloading coal. They asked for the immediate payment of the bonus of 2½ per cent promised in the agreement of July. Their demand was granted and they returned to work.

Unskilled.—The demand for this class has fallen off somewhat.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Very busy conditions prevailed during August, and prospects were for their continuance for several months, work being plentiful and no willing hands needing to be idle. The pulp and paper industry, of which Hull has perhaps the largest mills in Canada, has been very busy, but was hampered by the lack of motive power, owing to the low level of the water. Factories were taxed to their utmost, and could not meet the demand for paper and pulp. A scarcity of raw material also prevailed. The production of cement has also been inadequate, and the International Portland Cement Company was endeavouring, by working 24 hours a day, with a full complement of hands, to meet the requirements of the market. Most of the production was supplied to the Canadian Northern Railway Company for building purposes between Rockland and Ottawa, and to the government contractor of the National Museum in Ottawa. The Eddy match shop, after the usual yearly two months' vacation, given to its staff of 200 hands, resumed operations during August

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm hands were very scarce, $15.00 per month being offered for boys.

Lumbering.—The lumber mills, both in Hull and throughout the district, were very busy, activity increasing as usual with the approach of fall. Shipments by water were increasing, having been rather dull owing to the increasing shipments by rail. The demand for lumber was very great, and stocks will be low in the local yards by the end of the year. Culls sell in Ottawa at $16 and $18 per 1,000 feet which sold last year at $7.00. A good class of pine lumber for building purposes on the American market sells at $27 per 1,000 feet. Although the opening of the cutting season was about two weeks late, the average cut of about 500,000,000 feet will be recorded in the Ottawa Valley. Wages for shantymen showed a 25 per cent. increase over last year, and are as high now as three years ago, when they reached the record. Hands are not easily available, but notification was received from a labour employment bureau in London, Eng., that squads of selected Englishmen would be sent over this fall. Winter wages for shantymen during the coming season will be $28 to $32 for road cutters, as against $22 to $26 last year. Teamsters, choppers and sawyers will be paid $35 per month, and general hands $34, which

is equivalent to $2 per day, the price that is being paid on railway construction.

Mining.—Prospecting was very active throughout the whole district, about 200 prospectors from the cities of Hull and Ottawa, besides the country people, being at work. Operations were being carried on at present in the northern part of the County of Pontiac, adjoining the southern part of the County of Wright and good mica deposits have been discovered.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for farm help and shantymen during August made the market active for unskilled labour. Wages on farms have gone as high as $1.75 per day with board for temporary employment. Lumbermen are sending crews to the shanties at an average of $32 per month. Manufacturers of lumber were giving their men steady work, even when they had to borrow logs to keep the mills fed, lest workmen would not be available when wanted. Building continued active. More than the usual quantity of corporation work was going on. Business men reported buying active, high prices ruling for all food products.

The Universal Skirt Company has assigned for the benefit of its creditors. The company was engaged in the manufacture of skirts, and during the several years it has been in business has employed about 40 hands, chiefly girls.

The Library Bureau of Canada, whose factory was destroyed recently by fire, will shortly begin the erection of a new factory.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The month was busy for farmers and market gardeners. Fruit and vegetables were about three weeks late, and the yield nowhere was large. Apple trees promised better than in many other parts of Canada, and the crop in the Ottawa district will not likely fall much behind last year. The hay yield was light, but better than was expected earlier. There is some uncertainity still as to grain. In the meantime prices are very high, oats on the local market bringing 55 cents a bushel. Eggs are much above the usual price at this time of year. The condition of the dairy farms supplying Ottawa with milk is reported by the city health officer to have improved much since the public inspectors began to instruct the farmers and make regular visits.

Lumbering.—Manufacturers were favoured with a better water supply than a year ago. This helps both the drive and the mills depending on water falls for power. There are about eight million pieces of timber in the Ottawa river which is considerably more than last year. With one or two exceptions, all the mills have been evenly supplied, and none had to close down for want of logs. Shipping was very active, prices inclining upward. The pulp and paper industry was very active. The export of paper to Europe has increased greatly on account of strikes in the Scandinavian mills.

Railroad construction.—The Grand Trunk Railway Company has decided to build a central station and a hotel in this city, each to cost in the neighbourhood of $1,500,000. Owing to the increase in business, the capital stock of the Ottawa Car Company has been raised from $250,000 to $1,000,000. The company is building 50 cars of the most modern type for the Montreal Electric Railway. There are also 12 single truck cars under construction for the Ottawa Electric Railway.

CONDITION OF PARTICULAR TRADES.

Printing and allied.—There was marked activity in these trades. Linotype operators were very scarce.

Clothing.—Journeymen tailors were busy. The supply of garment workers was scarcely equal to the demand. Boot and shoe workers had steady employment.

Food and tobacco preparation.—Hands employed in the preparation of food were busy all month.

Leather.—An improvement has taken place since early summer. Encouraging reports of the crops revived orders for harness, and few leather workers were idle.

Miscellaneous.—The scarcity of expert barbers was marked.

Transport.—The month was active in all classes. Lumber shipping became brisker, and those engaged in handling passenger traffic were in the busiest period of the year. There was corresponding activity in freight traffic. The local superintendent of the C. P. R., reported an increase in passenger and freight traffic compared with the corresponding period of last year. The holding of the Old Boys' Re-union in Ottawa, which was attended by 10,000 or 12,000, increased the activity of transportation employees.

Unskilled labour.—A keen demand was noticed for unskilled labour. The corporation had about 400 men engaged on street improvements, and others were employed in similar work by private contractors.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was active during August. Work was begun on the erection of a number of new buildings; the season in the building trades promises to be above the average. The work of putting down new cement walks was steadily progressing, the City Engineer's Department having two gangs at work. Number of other public works were also under way. It is stated that the Grand Trunk Railway Company is about to proceed with the construction of a line between Kingston and Ottawa.

At the half yearly meeting of the Kingston and Pembroke railway directors it was decided that improvement work, will be continued to the end of the season.

Collections at the Inland Revenue office for July were as follows:—Spirits, $5,580.25; malt, $8,780; tobacco and cigars, $402.20; bonded factory (Vinegar), $95.68; methelated spirits, $144.53.

The Temiscaming and Northern Railway Company Commission has let a contract for 6 new engines to the Kingston Locomotive Works.

During the year, great improvements have been made to the city's light plant. New machinery has been installed, a new building put up, and the list of gas and electric services greatly increased. A new telescope gas tank with a capacity of 150,000 cubic feet is now being intalled, and will be ready for its final test in a few weeks. New electrical machines of the latest design have been put in to carry the increased load. During the past six months 140 new gas services have been put in. Among other new features, the prepaid meter has been introduced.

Never before in its history has the Government dry-dock been so busy as this year. Vessels have been docked steadily since April 2. When the dock was built provision was made for placing the gate 20 feet further out so that the largest boats plying here could be docked. For the first time the extreme length of the dock is being used. A vessel 339 feet long can now be docked. There were no strikes, lockouts or changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy. Hay will be a failure in this district, but splendid crops of grain, root, apples, etc., are reported.

Fishing.—Somewhat dull conditions prevailed.

Lumbering.--Quiet conditions prevailed.

Manufacturing.—Conditions were active.

Railroad construction and employment. Construction work was active.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades continued to be actively employed in all branches. This condition applied to all branches of the *Metal, shipbuilding, woodworking* and *furnishing trades.*

Printing and *Clothing.*—These trades were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers, icehandlers and cigar makers were active.

Leather, miscellaneous, and transport.—Active conditions prevailed in all branches.

Unskilled.—This class was in demand.

BELLEVILLE, ONT., AND DISTRICT

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

August, 1907, was the most active month in many years for labour in nearly all branches of industry. Building operations on a large scale were being carried on in the City and surrounding district. At Ox Point, the new Cement plant provides employment for nearly 400 workmen. Prospects for both roots and grains were bright. The price of cheese has advanced. Mechanics and unskilled labourers had plenty of work at wages that have not been so high in years. Merchants reported trade in excess of former months. All the canning factories were running to full capacity, the crop of pease, corn and tomatoes being large. Much needed showers fell during the latter part of the month, and greatly improved the crops. Work on the new Isolation Hospital was begun giving employment to a large number. The rolling mills, the Belleville Hardware Company, and the various factories and machine shops were busy. Deacons' shirt factory was employing a large staff of workmen; the firm was advertising for men. Work on the new drill hall, the "Hotel Quinte", the Public Library and the Farmers' Bank kept large numbers of both skilled and unskilled labour employed. A large number of workmen were renovating the City Hall building, both inside and outside. The hay and clover crops were poor this year, and prices are higher. There were no changes in rates of wages or hours of labour; and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fruit of all kinds promises to be a splendid crop. Apples especially were looking well. All grains look well, except hay and clover, which will scarcely be up to the average.

Fishing.—Conditions were somewhat dull.

Lumbering.—This industry was very active, but is decreasing each year, only one drive came down the Moira river this season.

Manufacturing. — Active conditions prevailed in nearly all branches.

Mining.—This industry was very active.

Railroad construction and employment.—Fairly active conditions prevailed.

CONDITION OF PARTICULAR TRADES.

Building.—Every member of the trade was actively employed, with splendid prospects for a busy season.

Metal, engineering and shipbuilding.—Iron moulders, machinists, engineers, metal workers, rolling mill employees of all classes, boilermakers and blacksmiths had a very busy month. Horseshoe makers, employed in rolling mills, were working day and night, a new furnace having been added. Bicycle workers were busy.

Woodworking and furnishing. — All branches had a busy month. Some factories were short handed and overtime was being worked in many shops. Coopers were busy making cheese boxes and apple barrels. Car builders at Deseronto were very active.

Printing.—Printers, both on job and newspapers, pressmen and bookbinders reported the month as busy as the corresponding month last year. All members of the craft were working.

Clothing.—Journeymen tailors reported a fairly busy month.

Food and tobacco preparation. — All branches reported a splendid month.

Leather.—Conditions were somewhat dull.

Miscellaneous.—Barbers were busy but clerks and stenographers found employment somewhat dull. Hotel, restaurant and laundry employees were active.

Railroad construction and employment.—Railway employees had an active month, and steamboatmen a very active one. Tourist and excursion parties kept all steamboats busy.

Vessel owners reported business the best in years. Cabmen, draymen, teamsters all had a busy month.

Unskilled.—This class was in good demand at high wages.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour has not varied from that of last month. Building activity has somewhat declined especially on houses. The heavy influx of immigration has over-crowded the labour market. Later on work will become more brisk as a number of large buildings now underway will be ready for woodworkers. The dredging of the channel of the Otonabee river is still being carried on giving employment to a large staff of men. The Bell Telephone Company is busy building conduits under ground. The erection of the new Collegiate Institute, Normal school and armouries is being hurried to completion. The laying of granolithic sidewalks, the building of new sewers and the laying of waterwork piping provided work for the labourers. Goods for the fall trade were being imported by retail merchants.

The Cavan swamp drain work provides considerable employment. When completed large tracts of land will be drained and used for growing grain, and pasture.

Grafton & Company have decided to close their place of business on Saturday evenings at 10 o'clock instead of 11 o'clock, as heretofore. Wholesale and retail trade was active during August. Wages and hours of labour were unchanged, and no unrest was reported in the labour market. Banks reported business fair.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work consisted mainly in harvesting the grain crop.

Lumbering.—The lumbering industry has been very active, the companies here doing a large export trade. The Charlton Lumber Company's season's cut consisted of 300,000 logs, equivalent to 12,000,000 feet of lumber.

Manufacturing. — All establishments were very busy, employing full staffs and running full time.

Mining.—The opening of the iron ore mines at Marmora will grealy increase mining activity in this vicinity.

Railroad construction and employment. The Ballasting of roadbed and general section work were employing large forces of men.

CONDITION OF PARTICULAR TRADES.

Building,—All were actively employed. Carpenters and joiners, painters,etc., were busy.

Metal, engineering and shipbuilding.—Iron moulders, workers and helpers, machinists and engineers, steam engineers, electrical workers and linemen were busy, and brass workers of all kinds very busy. Blacksmiths, boilermakers, shipworkers, on repairs and remodelling, sheet metal workers, bicycle workers, tool sharpeners, horseshoers, jewellers, etc., found employment active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers were busy, and carbuilders, on repairs work, were actively employed, as were pattern makers and coopers.

Printing.—The allied trades were well employed, notwithstanding that August is always considered a slack month on account of the holiday season.

Clothing.—These trades had active employment, excepting hat makers, who found conditions dull.

Food and tobacco prèparation.—All were actively employed, with ice-handlers very busy.

Leather.—Active conditions prevailed.

Micellaneous.—All experienced active conditions. Theatre employees became active towards the end of the month. Laundry workers were very busy.

Transport.—Railway employees were never more active in every department, freight and tourist traffic being very heavy on all lines. Steamboat workers of every class had a very busy month. Street railway employees, cabmen, hackmen, carters and draymen were very busy, and teamsters busy.

Unskilled.—This class was actively employed.

DISTRICT NOTES.

Work throughout the district consisted mainly of harvesting and threshing the grain, the crops turning out well. The apple crop is expected to be a good one Berries were 15 cents a quart, which is considered high. New potatoes were selling at 25 cents per peck; butter, 24 cents; eggs, 20 to 22 cents a dozen; chickens, 90 cents to $1.00 a pair. Beef, which has been retailing at 15 to 17 cents a lb, has been reduced to 12½-15 cents a lb. There was abundance of vegetables of all kinds. Four thousand five hundred and ninety-five boxes of cheese sold for 10, 13/16 cents on the Peterborough Market. Saw and grist mills and general stores reported business very active.

Lindsay.—The Lindsay Cheese Board recently sold a quantity of cheese at 11 cents.

TORONTO, ONT., AND DISTRICT.

M. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Similar conditions of activity to those prevailing in the earlier part of the season continued during August. Both skilled and unskilled labour was generally well employed, except as affected by strikes. The stringency in the money market and the disinclination of the banks to make advances except on the highest security has affected new enterprises adversely, causing delays in contemplated undertakings and orders in some lines show a noticeable slackening. With the opening of the Canadian National Exhibition much of the unabsorbed general labour has found temporary employment, and business at the close of the month was very active.

The approximate value represented by building permits issued for July was $1,219.435 as against $1,193,435 for July 1906. The value of building permits issued during the seven months January-July, 1907, was $10,239,330, as compared with $7,391,905 for the corresponding term of 1906.

The Canadian General Electric Co., has taken out a permit for the erection of an office building and warehouse on the corner of Simcoe and King Sts. East, to cost $180,000.

The Annual Convention of the Boot and Shoe Workers' International Union was held here during the latter part of the month. The amendment to the constitution providing that no reduction in wages should be made during the existence of the contract with their employers was repeated.

The Sixth Annual Convention of the Canadian Association of Master Bakers was held here commencing August 13th. The President's annual report approved of the establishment of a baking plant and testing apparatus in the Agricultural College at Guelph.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very busy harvesting, which was nearly finished by the end of the month, the season in this district being from ten days to a fortnight later than usual. Oats and hay as a rule turned out poorly, while wheat and barley were a good crop surpassing expectations. The condition of the root crops is not promising, owing

to the drought which has prevailed in most localities, and the outlook for the wintering of stock is unfavourable.

Manufacturing.—Activity prevailed in nearly all lines, the iron trade being especially busy and having large orders on hand. Shipbuilding was active, the Polson Co., having several large contracts under way, including a barge for the Cole-Boivin Co., of Chicoutimi, Que., to carry 350 tons, 124 ft. long and 24 ft. beam; a dipper dredge for the Dominion Government 110 ft. long 36 ft. beam, and drawing 10 ft. of water; and a new car ferry for the Canadian Pacific Railway, Company 280 ft. long, 40 ft. beam with a capacity for 16 loaded cars to ply between Brockville and Ogdensburg, N. Y. The city has also placed an order for a steel dredge.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were generally well employed, though in some cases delays were occasioned by the plumber's strike and other labour troubles. There was a surplus of labour in some branches due to immigration in the lesser skilled lines. About 250 of the striking plumbers and 25 of the electrical workers who struck in sympathy with them are still out. About 14 granite cutters employed by McIntosh & Co., struck on the 22nd claiming that they had been brought in to work for that firm under misrepresentations.

Metal, engineering and shipbuilding.—Blacksmiths, boilermakers, iron moulders, structural steel workers, street metal workers, electrical workers and ship builders were all busy. The members of the Machinists Union were still on strike in the larger shops and many of them have left the city. Brass workers, silversmiths and jewelry workers had plenty of work.

Woodworking and furnishing.—These trades had an active month.

Printing.—Printers and bookbinders were fairly well employed. On the 2nd the Stereotypers' Union effected an agreement with the employers, to run for five years, by which wages were increased to $18 per week for journeymen, and $22 per week for foremen, with an 8-hour day.

Clothing. — Garment workers and journeymen tailors had a good month. Boot and shoe workers, hat and cap workers had steady work.

Food and tobacco preparation.—These trades had continuous employment.

Leather. — Harness and saddlery workers were busy.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers had plenty of work. and towards the end of the month were very busy. The supply of clerks, salesmen, porters and commercial help generally was in excess of the demand. On the 13th about 60 telegraph operators employed in the Great North Western office quit work, owing to the discharge of two operators who refused to receive American messages in sympathy with the strike in the United States. The Canadian Pacific Telegraph service was not affected, the operators being permitted to refuse to handle American Telegrams.

Transport.—Railway and steamboat employees, longshoremen, expressmen and street railway men were all busy.

Unskilled labour.—Was generally well employed but a number of immigrants were out of work, the tendency of many new arrivals to flock to the large centres of population was noticeable.

DISTRICT NOTES.

Weston.—G. H. Trethewey, who lately secured about 200 acres of land in York township for growing vegetables, is erecting a large canning factory to cost about $100,000. He will also build 16 cottages for his employees.

NIAGARA FALLS, ONT., AND DISTRICT

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment was steady during August, at good wages. A building was

purchased by the Bissell Carpet Sweeper Manufacturing Company, which will establish a branch here. The building of permanent sidewalks was stopped temporarily; but other civic work was continued. Financial conditions were satisfactory, save for the general conditions ruling in the money market. Commercial conditions were also satisfactory. Another bank will be opened in this City. Traffic on the Welland Canal was very heavy. On the railways, freight traffic was heavy, and passenger traffic very large. A large plant for preserving and canning fruit and vegetables will be established here. Fires destroyed stores and barns in the City, the loss being estimated at $5,000; cottages at Crystal Beach, loss $12,000, and a boarding-house at St. Davids, loss, $3,000, were also destroyed. Some damage was done at Humberstone by marsh fires,.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fruit crops will be light.

Manufacturing.—Industrial establishments were all running full time with full staffs,

Transport.—Railway employment was good. Not much construction was going on, but existing lines were being extensively improved. The Michigan Central Railway Company was ballasting its main line. The Niagara, St. Catharines and Toronto Railway Company purchased the right-of way from Welland to Port Colborne.

CONDITION OF PARTICULAR TRADES.

Building. — All were fairly busy, though at times there were a few carpenters out of employment.

Metal, engineering and shipbuilding.—Workmen were actively employed. Linemen were particularly busy.

Printing.—Printers found active employment.

Food and tobacco preparation.—Large numbers of men, women and children were working in the fruit canning factories. More people were being employed in these industries than ever before, but the season will be shorter because of the small crop.

Miscellaneous.—Hotels and restaurants were very busy, with employment plentiful.

Transport.—Railway and steamboatmen were all actively employed. Trackmen were especially busy. Electric railway men were also busy.

Unskilled.—This class was well employed.

DISTRICT NOTES.

Fenwick.—A fruit evaperator is being erected.

Port Colborne.—A large number of men were employed on the new cement work's building. This plant is expected to be running early next year. The lime works were being enlarged.

Pelham.—Franchises for an electric power and light business have been granted by the Township Council to two companies.

Bridgeburg.—At the shipyards, the steel hull of a 9,000 ton vessel, 510 feet long, was ready for launching. About 400 workmen were employed.

Welland.—The foundry of the new plant of the Ontario Iron and Steel Company was put in operation; its capacity is estimated at 110 tons per day. Crowland Township proposes to bonus a bag manufacturing factory. Railway sidings were being built to the new factories. The concrete work of the turning basin was finished. The town tax rate for this year was fixed at 25 mills on the dollar. A trunk sewer system is being planned. Another bank will be opened here. Fire destroyed the Methodist church and damaged the street steam roller, the loss being about $1,300.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During August the activity of the labour market was less pronounced than

in July. The stringency in the money market was felt in the lessened activity of many branches of business and industry. Building operations, which have been extensive during the past few years, are much less active this season. The high price of building material, it is stated, has chesked work in this connection. Owing to the influx of immigration, the supply of labour has been greater than the demand in the building trades. The construction of the Lake street sewer was completed this month. The Ontario street pavement will furnish work for the fall. The Bell Telephone Company is removing the poles from St. Paul street, and adopting the underground system. A new company, the J. B. Dolin Woollen Company, has started operations, with about 40 hands employed. A branch of the Bank of Nova Scotia was opened. The contract for the building of a new business block was let. There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Conditions were very favourable for an abundant crop of grapes and a fair yield of other products.

Manufacturing.—Most of the mills and factories were running full time, but a few were somewhat slack from seasonal causes. The canning factories were all busy, with full staffs employed.

Railroad construction and employment.—Construction work on the main and branch lines of the St. Catharines and Toronto railway still gives employment to large numbers of men.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were quiet, the supply of labour more than equalling the demand.

Metal.—All branches were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, carriage and wagon workers were active.

Printing.—The allied trades were active.

Clothing.—Journeymen tailors found employment quiet, this being their slack season. Boot and shoe workers had active employment.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, ice-handlers, cigar makers and tobacco workers reported trade conditions good.

Leather.—Tanners, curriers and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, hotel and restaurant employees, and laundry workers were actively employed.

Transport.—All branches were active.

Unskilled.—Active conditions prevailed.

DISTRICT NOTES.

Thorold.—Labour, skilled and unskilled, was active, all mills and factories running full time. The Thorold cement works are to be reopened. Good progress is being made installing the new waterworks system.

Merritton.—The condition of the labour market continued favourable.

Port Dalhousie.—All classes of labour were actively employed.

HAMILTON, ONT., AND DISTRICT.

Mr. Samuel Landers, corespondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of labour was somewhat more plentiful during August owing to the large number arriving, among whom were a number of skilled workmen. There was a shortage of houses suitable for workingmen at a nominal rental. The F. F. Bird Company, paper makers, has purchased building lots near its plant at a cost of $2,500 upon which to erect houses for its employees. The Deering Harvester Company has built 150 houses and sold 75 of them to its employees at a trifle above cost. Assessment Commissioner, McLeod, is encouraging the building of workingmen's houses to be rented at a reasonable rent. A new company to manufacture paint will be started shortly; it

is capitalized at $50,000. The Eagle Knitting Company is contemplating the erection of another large factory; the new premises will cost in the neighborhood of $75,000.

The International Brotherhood of Locomotive Enginemen and firemen held a convention in Hamilton at which over 400 delegates were present. Manufacturing, wholesale and retail trades were very active. Bank clearing, customs revenue, etc., were up to the average. There were no change in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Active condition prevailed in all industrial establishments.

Railroad construction and employment.—Several hundred workmen are still being employed on the construction of the Hamilton and Brantford Electric Railway, grading and laying tracks; it is expected that the road will be opened for traffic before Christmas. A good deal of heavy blasting is being done. The Grand Trunk Railway Company is relaying its double track between Hamilton and Toronto, with extra heavy steel rails weighing 100 pounds to the yard.

CONDITION OF PARTICULAR TRADES

Building.—All branches were actively employed, excepting painters who were somewhat slack.

Metal, engineering and shipbuilding.—Iron and stove plate moulders, coremakers, machinists, engineers, metal polishers, stove mounters, blacksmiths and horseshoers were actively employed. Jewellers, engravers, electrical workers, and linemen were busy.

Woodworking and furnishing.—Furniture workers, pattern makers, carriage and wagon workers, and coopers reported fair conditions.

Printing.—These trades reported a very busy month.

Clothing.—These trades were somewhat inactive slackness prevailing with custom tailors. The trade in ready-made clothing was fair, and fair conditions prevailed with shoe workers and hatters.

Food and tobacco preparation.—Bakers, butchers. Cigar makers and tobacco workers were active.

Leather.—Fair conditions prevailed.

Miscellaneous.—Barbers, broom makers clerks, waiters and laundry workers were busy.

Transport. — Railway employees, steamboatmen, shiplabourers and longshoremen were active, and street railway employees, cabmen and teamsters busy.

Unskilled.—Active conditions prevailed.

DISTRICT NOTES.

Dundas.—Active condition prevailed for trade and labour. Workingmen's houses were still scarce. The Clothing, glove, refrigerator, machine and canning factories were active. The firm of John Bertram & Company is endeavouring to organize an ambulance corps in connection with its establishment.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Several factories were closed a short time for stock-taking and repairs, otherwise, labour was well employed. The building trades were particularly busy, but the shortage of brick affected operations. In the iron trades, the plow factories were not so busy, but the other factories continued very busy. The Penman Mfg. Co., has commenced to manufacture a special line of goods in the mills formerly owned by the Dominion Cotton Co., which have been closed for a number of years. There was a demand for operatives. The local fire department has been granted an increase in wages, as follows:—

First year men from	$1.40	to	$1.50	per day.
Second year men from	1.50	to	1.70	"
Third year men from	1.60	to	1.85	"
Fourth year men from	1.75	to	2.00	"
Foreman from	2.25	to	2.50	"
Asst. Foreman	2.00	to	2.25	"

About 12 men are affected.

Merchants, particularly grocers, had a satisfactory month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy. The crops are light in some sections. There has been some demand for farm labourers.

Manufacturing.—Several factories were not quite so busy during the month, it being between the spring and fall seasons. The Massey-Harris Co., is enlarging its moulding and blacksmith departments.

Railroad construction.—The Brantford and Hamilton Radial Railway Co. is pushing to completion the grading of its road. Cars are expected to be running by October.

CONDITION OF PARTICULAR TRADES.

The skilled trades were for the most part busy, with unskilled labour in demand.

DISTRICT NOTES.

Blue Lake.—There was a demand for labourers at the cement works.

Paris.—Labour generally was well employed.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During August, labour was well employed. Outdoor labour had steady employment, and factory workers with some exceptions, were active. In the building trades there was a falling in the amount of new work started. This affected bricklayers, but the other trades were well employed on work already underway. Factory workers were slack in some shops, but a number of new shops took on help. The City Council is about to let contracts for building permanent roadways, but it is not expected that further progress than the laying of a stone sewer will be made this fall. Active work commenced on the new factories of the Gibson Manufacturing Company, The Standard Valve and Fitting Company, and the Colonial Whitewear Company. The tendency has been to take on no new help except where unavoidable. There were no changes in rates of wages and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy harvesting. There was only an average crop. Oats were nearly a failure owing to dry weather. On August 24, Guelph market quotations were as follows:—Butter, 24 to 27c per lb; eggs, 18 to 20c per dozen; potatoes, $1 per bushel; and apples, 20 to 30 cents a basket.

Railroad construction and employment.—Through trains are now running on the Guelph to Goderich extension of the Canadian Pacific Railway. The City received $5,000 as its share of the gross receipts of the earnings of the road from Guelph to Guelph Junction, a distance of 16 miles. The interest on the debentures for building the road amounts to $10,000 a year.

CONDITION OF PARTICULAR TRADES.

Building.—All branches except bricklayers, masons and helpers had an active month. A falling off in the number of contracts was noticed.

Metal.—Iron moulders, machinists and helpers and tube mill workers had active employment, with some demand for additional workmen in new shops.

Woodworking and furnishing.—Piano and organ workers had a quiet month, but woodworkers, upholsterers and carriage workers were active.

Printing.—Printers had a somewhat quiet month, but were more active towards the close.

Clothing.—Journeymen tailors had a quiet month, and female garment workers an active one.

Food and tobacco preparation.—Cigar makers, bakers and confectioners had active employment.

Textile.—Carpet weavers and textile workers were active.

Unskilled.—This class was in fair demand.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was steadily employed during August, all classes being in good demand. The stringency in the money market has not greatly affected this district. The new building for the Woodstock branch of the Canadian Bank of Commerce is about ready for occupancy. Harvesting and threshing have been completed in many districts. The crops on the whole were very good oats only being in some localities rather light and the straw short. Some specially good yields of wheat have been reported ranging from forty to forty-five bushels per acre. The country is badly in need of rain. Farm help was not in so much demand this year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Several farmers were marketing their wheat from the separator, the price ranging from 83c to 85c per bushel. The hay crop turned out very well.

Manufacturing.—Orders have been normal and work fairly brisk in all lines. The creameries and cheese factories were very busy. Towards the latter end of the month, the milk supply was somewhat curtailed on account of the dry weather.

CONDITION OF PARTICULAR TRADES.

Building.—Masons, bricklayers, carpenters and joiners were all well employed. Work on the new Carnegie library is progressing rapidly, and the new addition to the Collegiate is nearly ready. Several new residences were completed during the month.

Metal.—Iron moulders and workers had a busy month. Machinists were extremely busy, and more expert workmen could readily find employment. Wire fence workers were very busy.

Woodworking.—The men laid off on account of the new addition to the local factory of the Canada Furniture Manufacturers were nearly all back at work. Furniture makers were well supplied with orders. Piano and organ manufacturers had a busy month, with special orders for exhibition purposes.

Food and tobacco preparation.—Confectioners and bakers were busy. Milk vendors had some difficulty in securing an ample supply of milk, but the quality was up to standard. Cigarmakers were fairly busy.

Unskilled labour.—Plenty of work was in progress during the month. The G. T. R., and C. P. R., did considerable section work.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during August was much the same as in July. The building trades and various factories were well employed, building permits being issued, from July 15th to the 31st, to the value of $10,000. Work has started on the Grand Trunk Railway shops extension.

Free mail delivery has been begun in the city, giving employment to five men. Wholesale and retail merchants reported trade good.

The customs receipts of Stratford for July, 1907, were $12,323.78, an increase over the corresponding month of 1906 of $3,145.58. No change in the rate of wages or hours of labour, and no unrest in the labour market was reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting and threshing, and reported

crops very good. A number of Indians were engaged in flax pulling. Market prices did not vary much from last month. Butter was 21c to 23c per lb.; eggs, 17c a doz.; chickens, 40 to 75c a pair; ducks, 50c each; potatoes, 25c a peck and 90c a bag, and tomatoes 5c per lb.

Manufacturing. — All establishments were well employed, especially the woodworking factories.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, masons and carpenters had a very busy month. Lathers, plasterers, painters and paperhangers were active. Plumbers and builders' labourers were well employed.

Metal.—Iron moulders, workers and helpers and all engaged in foundries had a busy month. Blacksmiths and horseshoers had a good month and jewellers reported trade active.

Woodworking. — Wood workers were busy. Upholsterers carriage and wagon makers were active. Coopers were very busy.

Printing. — Printers and allied trades reported conditions fair.

Clothing.—Employment was steady.

Food and tobacco preparation.—Bakers and confectioners, butchers and cigar makers had active employment.

Leather.—Harness makers were well employed.

Miscellaneous. — Barbers, clerks and delivery employees were busy. Laundry workers were very busy.

Transport.—Railroad employees had a very busy month. Cabmen, draymen and teamsters reported an active month.

Unskilled.—This class was generally well employed with the exception of new arrivals.

DISTRICT NOTES.

Goderich.—The track laying on the Guelph and Goderich Railway is completed and the road open for regular passenger traffic.

Mitchell.—The flax mill has opened and gives employment to a number of men and boys.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued in about the same condition as last month, with the exception of the building trades, which owing to no very large contracts being under way were not so active as usual. Unskilled labour was well employed. The London and South-western Traction Company had its barns, with several cars, destroyed by fire in the early part of the month, and was forced as a result to discontinue its service from London to St. Thomas. The Company is rebuilding. It has completed the laying of rails as far as Port Stanley and will soon be ready to operate its line to that point. The price of milk was increased to 6 cents a quart on August 1; it has formerly been 5 cents during the summer months. The strike of painters, which took place on April 1, has not been formally settled, although certain firms are paying some of their hands the new rate. A strike of barbers took place on July 29, the men asking for an increase from $10 and half the receipts over $16 taken at the chair to $12 and half the receipts over $18. On August 17, a compromise was reached and the men went back to work at $11 per week and half the receipts over $17. On August 13, a union of brewery workers was formed here with a charter membership of 35.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—About 600 young farmers and others left London, via a special C. P. R., train on Tuesday August 27, on a harvesters excursion to the North-West.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were all employed, but prospects are not so good as at this time last year. Carpenters, lathers and plasterers were

busy, but painters reported trade only fair, with some men out of employment. Plumbers and stone cutters were busy Builders' labourers were all working.

Metal, engineering and shipbuilding.—Iron moulders and iron workers were very busy, and machinists busy. Electrical workers reported a scarcity of first-class help. Metal polishers and stove mounters were very busy.

Woodworking and furnishing.—Woodworkers in sash and door factories reported a rush of business. Carriage and wagon makers were busy on fall work and reported a considerable number of orders booked for the West. Tenders have been called for the building of an addition to the Grand Trunk Railway Company's car shops, and a large number of extra hands are being taken on. The London and Petrolia Barrel Company was very busy.

Printing.—Printers were all busy, and pressmen and press-feeders were in demand. Lithographers were very busy.

Clothing.—Journeymen tailors were busier than is usual at this time of the year. Garment workers were also busy and boot and shoe workers were rushed.

Food and tobacco preparation.—The local biscuit and candy factories were working overtime three nights a week. Two new cigar factories opened during the month and business was brisk.

Leather.—Tanners were very busy. Leather workers on harness work were crowded with work.

Miscellaneous.—Broom makers were busy. Furriers have a number of winter orders on hand. Box makers were working over time.

Transport.—Extra work for passenger train crews has been occasioned through the large number of excursions run during the month. A large amount of freight was being moved. Teamsters were extra busy.

Unskilled.—This class continued in demand with good prospects.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during August, conditions being equal to those of the previous month. There were calls for extra labour in some branches of industry, but the supply was in most cases equal to the demand. In the building trades, mechanics and unskilled laborers were well employed, although this season cannot be said to compare favourably with past seasons, there having been no large contracts issued. An effort is being made by the promoters of the Car Works Company to raise stock to the necessary amount. It is not known precisely at what date the Traction Company will commence the operation of its cars over the line of the local Street Railway, but large gangs of men are hard at work putting the equipment in proper working order. A number of cars recently received from the Ottawa Car Company will be put in service at an early date. The committee representing the Trainmen employed on the various railroads entering the City, recently went over the proposed uniform code of train rules to be used in Canada. The Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Engine men, the Brotherhood of Railway Trainmen, and the Order of Railway Conductors, each had representatives at the meeting. A Committee from each of the above organizations left for Toronto August 26th for the purpose of conferring with other trainmen as to the stand they would like to see taken in reference to the proposed rules. The Strike of Telegraphers throughout the United States has affected the local office of the Great North Western Telegraph Company. Messages to be forwarded into United States territory are received at the risk of the sender, and no guarantee is made that the message will reach its destination promptly. On July 29th, all work-

ing men employed by the Michigan Central Railroad Company in this City, were put on a fifty hour per week schedule. They were previously working fifty-five hours per week. There is plenty of work in the shops at the present time. There appears to be no scarcity of unskilled labour. Men desirous of obtaining work could find employment.

The Port Stanley Elevator Company, Limited, was recently incorporated with a capital stock of $100,000. It is the purpose of the Company to conduct an Elevator and Grain business throughout Canada. An elevator will be erected at Port Stanley, and should business warrant the expenditure, other elevators at Winnipeg, Fort William, and other Western points will be built to operate in connection with the Port Stanley elevator. It is expected that grain for the local mills will come via Port Stanley. The cars of the local Street Railway Company are being thoroughly overhauled preparatory for the winter service.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very busy. The crops are not as heavy as last season. Tomatoes will be plentiful if not injured by frosts. Potatoes are also a good crop. Plums are plentiful, but are falling from the trees. The fruit is very late this season.

Manufacturing.—Manufacturers had a good month. There have been few working men laid off or put on short time, and mechanics had no difficulty in getting work. It is expected that Fall business will be good.

CONDITION OF PARTICULAR TRADES.

Building.—Most mechanics had steady work, although all were not rushed. There was a scarcity of lathers and plasterers.

Metal.—Iron workers, moulders, machinists, and blacksmiths reported the month active.

Woodworking.—Upholsterers reported the month quiet.

Printing.—Printers and pressmen were well employed.

Clothing.—Journeymen tailors anticipate a busy Fall.

Food and tobacco preparation.—Bakers and confectioners had a busy month. Cigar makers and tobacco merchants were active.

Miscellaneous.—Barbers, clerks and delivery employees were fully employed Hotel and restaurant employees were busy.

Transport.—Trainmen were active.

Unskilled labour.—There was sufficient labour to meet the demand.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were fully as active as during the previous month, and very few were looking for work. A large number of immigrants arrived; those that wished to work had no trouble in finding employment; the only difficulty experienced being that of securing suitable accommodation. A large number of building permits were issued, and although none of them were for large amounts, they were well distributed amongst the different contractors, thereby giving work to a large number of mechanics and labourers. The Chatham, Windsor and Lake Erie Electric Railway Company has its rails laid to the city, but so far has not been able to arrive at a satisfactory understanding with the Canadian Pacific or Grand Trunk Railway Companies with reference to crossings. There have been no changes in rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The hay crop was somewhat light, and potatoes will be scarce owing to the continued dry weather. Prices are expected to be very high, unless shippers import them.

Railroad construction and employment.—The Grand Trunk Railway Company is busy raising the roadbed of its line through the City.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, plasterers, carpenters and joiners have been very busy. Painters had a large amount of work under contract. Builders' labourers reported no time lost.

Metal, engineering and shipbuilding.—Moulders reported trade good. Machinists were busy, some working overtime. Electrical workers were very busy owing largely to many of the residents taking advantage of the reduced cost of placing electric lights in their homes before September 15, after which date the prices will be increased. Horseshoers reported trade somewhat slack.

Woodworking and furnishing.—Carriage body builders, and cutter makers were very busy.

Printing.—Printers reported busy conditions, with some scarcity of help. Pressmen had steady employment.

Clothing.—Tailors reported employment less active than during the corresponding period of 1906.

Food and tobacco preparation.—Bakers and confectioners were busy. Butchers reported country trade very brisk. Cigar makers reported trade fair.

Miscellaneous.—Barbers experienced active conditions, notwithstanding the recent increase in rates.

Transport.—The Grand Trunk Railway Company's trackmen were busy raising the company's roadbed. Teamsters and expressmen were busy.

Unskilled.—This class was fully employed, many having engaged with farmers.

DISTRICT NOTES.

Dresden.—On August 2nd a by-law for the building of a new school and the laying of new street pavements, was defeated. There have been no new delopments in the oil district. Very little building of any kind has been constructed throughout the district.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during August were active. There was a general demand for female help, both in factories and for domestic service. The building trade improved somewhat, several buildings being under way The Board of Works has let contracts for paving and concrete sidewalks, which will keep teamsters and unskilled labour well employed until cold weather.

Wholesale and retail merchants had a fair month. A gang of Italians employed laying concrete at 25 cents an hour quit work, but were replaced by the contractor without difficulty.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting. Crops in some parts of the county are turning out well. The fruit crop will be a failure with the exception of grapes.

Railroad construction and employment.—The Essex and Lake Shore Electric Railway Company expects to have the road in operation by the middle of September.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions were not so active as a year ago, although all were fully employed.

Metal, engineering and shipbuilding.—There was great activity in the iron trades and a number of skilled and unskilled workmen could find steady employment.

Woodworking and furnishing.—These trades were active.

Printing.—Printers were fairly well employed.

Clothing.—Journeymen tailors and garment workers were busy.

Food and tobacco preparation.—Bakers, butchers, ice handlers and cigar makers had a good month.

Leather.—Employment was active with leather workers.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and laundry workers were busy.

Transport.—Railroadmen, steamboatmen cabmen, carters, teamsters, expressmen, &c., had active employment.

Unskilled.—This class was busy.

DISTRICT NOTES.

Walkerville. — Manufacturing establishments were all running to fullest capacity. Several firms are building large additions. Walker & Sons are building a large rack warehouse and a number of dwellings.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MAREKT.

Labour was fairly well employed during August. Business was quiet from seasonal causes, and the banks reported money tight. The Algoma steel plant shut down from August 21 to September 9 for repairs and alterations. Only a few employees were affected, the majority being employed on the repairs in question. There were no changes in wages and no strikes or lock-outs.

Farmers reported crops short. Conditions in the other industries were normal.

In the various skilled trades, normal conditions prevailed. Passenger traffic was very heavy and hotels were full, giving very active employment to employees in these lines. There was a fair demand for unskilled labour.

Traffic during May, June and July through the Soo ship canals showed a heavy increase over last year. The falling off in July was owing to a number of boats being tied up on account of the strike of ore handlers, on the United States side. The following are the figures for the three months in tons:-

Month.	Canadian.	American.	Total.
May	1,880,671	5,963,593	7,844,264
June	2,522,205	6,343,237	8,865,442
July	1,777,315	5,415,921	7,193,236

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been abundant employment for all desiring manual labor. Skilled labor in the building trades has been plentiful, but in certian lines of manufacturing there was a demand for skilled help. Compared with July conditions were about the same. Many working on railroad construction are leaving that employment to assist in the harvest field. This disarranges work in the railroad camps and agents are making special efforts to keep the railroad contractors fully supplied with labor. This year, however, there is not as great a demand as in 1906 for men for the harvest fields. About twenty thousand may be required if the favorable weather continues.

Within the city of Winnipeg itself there has been very little public work done as compared with 1906. This has caused many laborers with homes in Winnipeg to seek work outside of the city. The building inspector has estimated that the total value of the buildings for which permits will be issued during 1907 will be $7,500,000. Many buildings were projected but were not proceeded with on account of the high cost of building material and the money stringency.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Cutting has started in many parts of the West, but the season is fully two weeks later than in 1906. So far,however, there has been no serious damage reported from frost. In many places there has been damage from hail. Should the present weather continue, the crop will be a good average one.

Wheat is maturing fast and the heads are filling well. The temperature has been high enough, generally speaking, but there has not been as much sunshine as usual during the recent few weeks. Farmers are getting in stocks of binder twine that would indicate the usual crop. Early in July many of the binder twine dealers received many cancellations of orders, but during August most of these were renewed.

Railroad construction.—Railroad contractors are still asking for more men. No new plans have been announced but those entered upon in the sping will tax the resources of the labour market for the summer and the ensuing winter.

CONDITION OF PARTICULAR TRADES.

Building. — The building trades in Winnipeg were not as busy as last month nor was the amount of work in progress nearly as large as during the corresponding month of last year. The largest building in course of erection is the new grain exchange. This will not be completed for a year. A new office is being erected for the Imperial Bank in Winnipeg, and the walls of a new postal station are going up rapidly.

The main post office for Winnipeg, on Portage avenue will be ready for occupation in the course of a few months. Some delay has been caused by inability to get material for some of the interior work. During August many new residences were commenced, but there are not so many being erected as in 1906.

Metal. — Some of the foundries were exceptionally busy, but others were not running to full capacity. In the railroad repair shops there was great activity in getting available rolling stock into condition before the heavy autumn traffic commences.

Woodworking. — Some branches were busy, but the demand for material was not as great as last year. Carriage workers and jobbers were well employed.

Printing and Allied.—These trades were not exceptionally busy, The rush of work which usually preceeded the harvest has not been as pronounced as usual. Dulness in business has made the conditions in the printing trades correspondingly quiet.

Clothing. — Dulness prevailed except in the case of makers of coarse garments.

Leather.—Saddlers and trunk makers were busy. In the former trade, there was a demand for experienced help.

BRANDON, MAN., AND DISTRICT.

Mr S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during the past month were satisfactory. The building trade was very active. The city engineer was preparing plans for the construction of the bridge which the city and the Canadian Pacific Railway Company propose to build across the tracks and the Assiniboine river; it will be about one thousand feet long and will cost approximately $80,000. Work has been commenced on the erection of a four-storey warehouse for the use of two firms engaged in the manufacture of fanning mills, etc. Considerable civic work was being done in the laying of water pipes, and the building of sidewalks and sewers. The exhibition of the Western Agricultural and Arts Association closed, after being very successful in every department. Wholesale and retail merchants reported trade very active. There were no changes reported in rates of wages or hours of labour, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES,

Agriculture.—Reports received from provincial centres dealing with the condition of the crop in almost every instance stated that the outlook was promising. There was abundance of rain, and no further danger is expected from frosts. In some districts severe hail storms damaged the crops, and in others considerable harm was caused by thunder storms. Barley cutting and haying was general in Manitoba. Wheat was reported to be growing rapidly, but cutting is not expected to begin much before September 1; some light crops may be ready for the binder earlier. Crop experts say that there will be at least 75 per cent of an average crop. There are many weeds, but with the favourable weather of the past month the wheat is over-topping them. The coarse grains and root crop are exceptionally good everywhere, and farmers are hopeful.

Lumbering.—The lumbering industry was very active.

Manufacturing. — This industry was very active.

Mining.—The Provincial Inspector of Mines reported splendid prospects for the mining of coal at Eagle Lake, Sask. At Calder's mine indications are good and show coal fields of twenty-five miles

in extent. Coal of good quality has been discovered in the bank of the Saskatchewan river, near Prince Albert. The surface indications are good, but the extent of the deposit has not yet been ascertained.

Railroad construction and employment.—The officials of the Canadian Pacific Railway Company stated that the present season has been favourable for railway construction work, and that rapid progress was being made at all points along the line. Three hundred miles of double track will be in use for the crop of 1907, eastward to Fort William. Steel will be laid this year on the Moosejaw-Edmonton line to a point 50 miles north from Tuxford, the present terminus. Grading on the new line from Walhall, N. D., to Morden is about completed, and is said to be the highest and widest railroad grade in Western Canada. The Grand Trunk Pacific Railway Company has now rails laid some 75 miles west of Portage La Prairie, to what will be the first divisional point. The gangs are laying two to two and one-half miles per day.

CONDITION OF PARTICULAR TRADES.

The different skilled trades were active.

Transport.—Employees of the different branches of transportation were busy, and traffic on the Canadian Pacific railway was heavy.

Unskilled.—There was a great scarcity of farm labour, and it seemed impossible to obtain the men necessary to meet the demand, which increased as the season advanced. The authorities of the Canadian Pacific Railway stated that twenty-one thousand harvesters will be required for the movement of the season's crop. There was a demand for teamsters in some districts.

DISTRICT NOTES.

Abernethy.—A farmer stated that he will have 15,000 bushels of wheat from 500 acres of land. All the land in the district looks equally well, and the average yield will not be less than 27 bushels per acre. The grain crop is about ten days late.

Morden.—The crop outlook in this district has brightened somewhat after the rain, and at Creelman, Man., cutting is expected to commence during the latter part of August. The crop will average 25 bushels to the acre.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during August was active, and although the month did not compare favourably with the corresponding month of last year in the building trades, it showed a decided improvement on the preceding month. Very few bricklayers were unemployed, and carpenters were for the most part steadily employed. The King's Hotel, which was formally opened, cost with equipment over a quarter of a million dollars, and gave employment to a permanent staff of over sixty persons. It contains 110 bedrooms and eight large sample rooms. The civic expenditure for the year 1907 includes $250,000 for pavements; $50,000 for sidewalks; $80,000 for waterworks, compensating basin and pump; $120,000 for sewers, and $65,000 for improvements and extensions to electric light plant. Last year the city put down over two miles of pavement and four miles of granolithic sidewalks. This year contracts have been let for between three and four miles of new pavement and for granolithic sidewalks, curbing and gutters to cost $65,000. A large number of hands are being employed on this work, labourers receiving $2 per day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather conditions have varied considerably. No damage to any extent has been reported as a result of the heat, and the effect has been to hasten the ripening of crops that at the time were nearing maturity. In a few districts slight damage was done by

frost to crops in low places, but a very large percentage of the crops appear to have escaped. Hailstorms were unusually prevalent during the month and caused considerable loss to farmers throughout the province. Warm weather followed the period of low temperature. The rush has not yet commenced. Farm labourers do not seem inclined to accept less than $40 per month. The Department of Agriculture is securing estimates of the number of harvesters required and arranging with the Canadian Pacific Railway Company to distribute them where their services are most required.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, stonecutters and masons were active, with carpenters and joiners fairly busy, though many were out of employment. Lathers and plasterers were active. Painters were all fully employed. Plumbers, gas and steamfitters were very busy. Builders' labourers were busy; a great number of this class were employed on street improvement work.

Metal, engineering and shipbuilding.— Electrical workers had a busy month.

Printing.—Printers had a very busy month, and bookbinders were exceptionally busy.

Food and tobacco preparation.—Cigar makers and tobacco workers had a busy month, and reported business steadily increasing.

Miscellaneous.—Barbers were actively employed.

MOOSEJAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during August has been one of great activity. There was a good demand for workmen, as was evidenced by advertisements for labour. Transportation was exceptionally busy. Traffic on the railways is on the increase, passenger traffic on the Transcontinental trains being greater than ever before at this season of the year. The through trains were run in sections, which gave remunerative employment to all in the railway service. There has been a falling off in real estate business in outside subdivisions, though great activity in central property prevails. There is every indication of an abundant harvest, though considerable damage was done in some parts by hailstorms. The crops, though late, will be good. There has been to date no damage by frost. Harvesting is now general, with a good demand for labour. The excursions of harvesters have already started to arrive, and there is every indication that the farmers will be amply supplied with help. There were no changes reported in wages or hours of labour, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting and threshing.

Railroad construction and employment. —There was a very good demand among railway contractors, and the different railway companies for men. Up to the present, about 400 Japanese have been employed in western Saskatchewan.

CONDITION OF PARTICULAR TRADES.

Building.—Active conditions prevailed in all branches, with builders' labourers in demand.

Metal, engineering and shipbuilding.— The prevailing condition was active, with blacksmiths very busy.

Woodworking and furnishing.—Active conditions prevailed, with car builders busy.

Printing.—All branches were actively employed.

Clothing.—There was a slight falling off in employment.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were busy, with ice-handlers and cigar makers active.

Miscellaneous.—Trade was active.

Transport.—All found employment active, with earnings high.

Unskilled.—There was a good demand for this class at wages of $2.25 per day and upward.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during August was not as active as had been expected. The scarcity of money has had a tendency to hamper industry in the West. The building trades during August did not improve compared with July, though unskilled labour was better employed. Ranchers and farmers have engaged a number of men for the haying and harvesting season, the prospects for a heavy harvest being promising. The Public Works Department of the Provincial Government has commenced the erection of a steel bridge over the Bow river, connecting the Shepherd district with the eastern portion of the city. The City Council has awarded the contract for the erection of the new City Hall, the price being $147,124. Building operations will be commenced shortly. The new hall will be fire proof, and the exterior walls will be constructed of Calgary sandstone, of which there is an abundant supply close to the city. The transportation companies were busy handling both passenger and freight traffic. Bank clearings for the week ending August 22 were $1,325,519, being a large increase over the corresponding week of last year, when it amounted to $945,000. The wholesale and retail merchants had a satisfactory month. There was a strike of workmen employed about the Galt mines at Lethbridge, Alta., owing to a misunderstanding of the agreement between the employers and the employees. The dispute was satisfactorily arranged after the men being out a few days.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers of southern Alberta had commenced harvesting, and by the end of the month most of the wheat will be in stook. Oats and barley were coming on well. The Canadian Pacific Railway Company is building an addition to its freight shed, one hundred and sixty-five feet in length.

Mining.—A new colliery will be opened in Lethbridge by the Royal Collieries, Limited, with a capacity of fifteen hundred tons per day. The new mine will be situated about five miles down the Belly river from the city. The company has purchased the Barnes mine, and, in addition, has acquired the rights on seven thousand acres adjacent to it on the east side of the river. It is the intention of the company to open several collieries within this area as the market warrants, each of a capacity of fifteen hundred tons per day. The construction of the tipple, which will be of steel, and shaft, the installation of the machinery and equipment will total an expenditure of two hundred and fifty thousand dollars. Negotiations have been completed with the C. P. R., to construct a spur line from a point near Lethbridge on the Crow's Nest branch to the mine, and work will commence immediately.

The scarcity of cars was the cause of much complaint, and it was feared the railway companies would not be able to supply cars enough to the mines to remove the full daily production when the movement of grain begins. Almost all of Canada from Winnipeg west is dependent for its coal supply on the mines lying on the Crow's Nest branch from Taber to Fernie. The consumption of coal in western Canada during the last two years has increased out of proportion to the production. Up to four weeks ago cars were pretty well supplied.

CONDITION OF PARTICULAR TRADES

Building.—The several branches found employment somewhat quiet.

Metal.—Iron moulders, machinists, engineers, steam engineers, linemen, blacksmiths, boilermakers, sheet metal workers, horseshoers and jewellers had active employment. Electrical workers found employment quiet.

Woodworking and furnishing, printing, clothing, food and tobacco preparation, leather, and miscellaneous. — These trades were active.

Transport.—Railway train crews, telegraphers, switchmen and freight-handlers were busy. Cabmen, teamsters and expressmen found employment active.

Unskilled.—This class was busily employed.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinney, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for unskilled labour has increased during the past few weeks. This was due to the large number of men needed for railway construction and harvesting. The supply was not equal to the demand. Skilled labour was employed to about the same extent as last month, but the supply was more than equal to the demand. Work has commenced on the foundations of the Parliament buildings. and on the construction of the inclined railway, for the purpose of making the business portion of the city quickly reached by those residing in the valley, and as a means of conveying freight now hauled by teams up a long grade. The promoters have agreed to have the railway in operation by January 1st, 1908. The city is installing a fire alarm system, forty call boxes being connected. Postal receipts for the month of July totalled $53,359.29, an increase of $21,541.19 over July, 1906. The assessment of the city of Edmonton for 1907 is $22,940,880, an increase of $5,182,197 over 1906. Wholesale and retail trade was good. There were no changes in the rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Grain is now ripening in the Edmonton district, and with favourable weather the largest crop in the history of Alberta will be harvested. From all points in Northern Alberta reports of heavy yields are received. A degree of frost was registered on the 19th instant in some localities, but the weather since has been warm.

CONDITION OF PARTICULAR TRADES.

Building.—Owing to the money stringency, there was not so much building being done as was anticipated, consequently a number of mechanics who came here expecting a large increase in building over last year were unable to obtain employment.

The *metal, printing, clothing, food and tobacco preparation, miscellaneous* and *transport* branches were active.

Unskilled labour.—The demand exceeded the supply.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The General condition of the labour market during August was not so active as in the preceding month, owing chiefly to shortage of coke supplied by the East Kootenay collieries to the smelters. The demand for lumber having fallen off slightly, a few men have been laid off at several of the sawmills. The coke shortage caused the Northport smelter to run at about half its usual capacity, while the Trail smelter shut down three furnaces, resulting in about 500 workmen at these two and subsidary places being laid off pending a steady supply. The Nelson Board of Trade has referred the matter to the Hon. the Minister of Mines for the Province of British Columbia. Outside of this, the mining industry is in a most prosperous condition. The Hewitt mines situated near Silverton, owned by New York capitalists is being operated on a somewhat larger scale, about 35 men being on its payroll; it is said that 60,000 tons of ore is blocked out and that a car of the ore, which was recently sent to Trail smelter, assayed well. The work of constructing

the new Courthouse at Nelson is making fair progress, and the new building for the Canadian Bank of Commerce is expected to be completed by September 30. The district is enjoying a prosperous season.

DISTRICT NOTES.

Fernie.—The Provincial buildings are being removed to make room for a new structure to be built by the Provincial Government. Work on this structure is to be commenced immediately, and will be rushed to completion. The contractors engaged on the construction of the new post office and Customs office are making rapid progress. The installation of a sewerage system is going on; it has been difficult to secure the necessary number of workmen, though it is expected that the work will be completed before winter. The construction of the Great Northern Railway branch from Fernie to Michel is commencing; the material is on the ground and the work will be hurried to completion. The Crows Nest Pass Coal Company claims that it is short of men since the last strike, this being the reason given by the company for the coke shortage. The company promises a better supply for the future.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during August was very active, and though no particular shortage was reported, all available men were employed. One new industry, the Crystal Glass Works, started operations during the month. Some of the expert workmen employed were brought from Montreal, Que., and other eastern points. From 8,000 to 10,000 pieces of glass are being turned out every twenty-four hours. Everything in the shape of glassware will be manufactured by this company in a short time. Good progress is being made on the construction of various new business blocks, the weather having been favourable to outside work. Tenders were called for the erection of an addition to the Royal Columbia Hospital, to cost approximately $20,000. The telephone factory, which commenced operations only a few months ago, is preparing plans for the enlargement of the plant at a cost of $30,000. The Great Northern Railway Company proposes to build a passenger station, to cost about $25,000. Good progress is being made on the construction of an electric line between this city and Eburne, situated on the north arm of the Fraser river. it is expected that tenders will shortly be called for the construction of the line to Chilliwack. The steamer "Hyderabad," which has been loading lumber at one of the local mills, left for Valparaiso with 1,850,000 feet of lumber.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting. A fairly good hay crop has been gathered. It will bring a good price, as most of last season's crop is already consumed.

Fishing.—The run of sockeyes on the Fraser has been very disappointing to both the canners and fishermen. The total pack up to August 15 was only 51,328 cases, and as the season is nearly over, this amount will not be very largely increased. The total pack last year was 183,007 cases. In 1903, the year corresponding to the present one in the cycle, the pack was 204,809 cases. The pack of Northern British Columbia, including all canneries in the province with the exception of those on the Fraser river, was 227,661 cases up to August 15. The pack for the North coast last year was 163,908 cases. The grand total pack for British Columbia to the 15th instant is only 278,989 cases. In 1906 the total pack was 459,679 cases, and in 1903 it was 368,077 cases.

Lumbering.—This industry was very active, the mills shipping all the lumber they could manufacture and leaving very little stock on hand.

CONDITION OF PARTICULAR TRADES.

Busy conditions, with few exceptions, prevailed in the several skilled trades.

DISTRICT NOTES.

Eburne.—General conditions are prosperous. A flour mill and two sawmills are in operation, while the erection of another sawmill is contemplated, a company having been incorporated with a capital of $200,000.

Stave Lake.—About 400 workmen have been employed on the construction of the power plant. The company proposes working a night and day shift in order to hasten the work.

Chilliwack.—This town is progressing rapidly, being situated in one of the best farming districts of the Fraser Valely.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

While a few complaints have been noted during August of a scarcity of help in certain lines, the shortage has not been general. Trade in all lines was above the normal state. In the building trades particularly, business has been very brisk ; some contractors claimed that they could have employed many more men had they been available. Desirable farm help could have secured constant employment. During the past four months the Albion Iron Works Company, of this city, has been advertising for moulders, but as the trade was in an unsettled state, moulders have been scarce; the threatened trouble is now over, the moulders having received an increase of 50 cents per day. As an instance of the state of the unskilled labour market, it may be said that over three times as many men as were needed applied for positions when the call was made for help to build the trails on the west coast of this island, in connection with the erection of the life-saving station by the Dominion Government. There is a scarcity of domestic female help, and many girls and women could find constant employment at good wages. A scarcity of school teachers is felt throughout the province; to overcome this, the Provincial Government has issued an order-in-council allowing teachers holding certificates in other provinces to fill positions here.

The total bank clearings for the month of July amounted to $5,208,912. This is by far the largest amount recorded for July in the history of the city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season is now about over, all the crops being cut. Owing to the extremely dry weather, the grain crops will be about an average yield, but fruit will give a good return.

Fishing.—Although the run of fish has been fair, the pack will not be up to the average; it is expected that the shortage will cause an increase in prices in the London and Liverpool markets.

Lumbering.—The prevailing prices of lumber of all grades are the highest they have ever been here. All mills were running to their fullest capacity.

Manufacturing. — All establishments were working full time, and in some instances overtime was found necessary to keep up with orders.

Railroad construction and employment. Construction work on the extensions of the Esquimalt and Nanaimo railway is expected to begin at once. One of these extensions will be from Wellington across the Island to Alberni, and the other from Wellington North. This work, along with general repairs, will keep a large number of workmen employed for some time to come.

Mining.—Rich discoveries of free gold quartz have recently been made on a group of mines located on Tetaskins Sound, on the west coast of Vancouver Island. A stamp mill will be put in at once. The mines at Port Renfrew were active. On the Queen Charlotte Islands busy conditions prevailed. The first shipment of ore, 300 tons, came down last week to the Ladysmith smelter; others will follow at an early date.

other industries.—It is reported that the oyster beds planted at different places on the west coast of this island are proving satisfactory.

CONDITION OF PARTICULAR TRADES.

Building.—Never in the history of Victoria has the building trade been so active. The unprecedented demand for houses has kept contractors and workmen fully employed. There is a great demand for houses to rent. It is stated that no new contracts will be figured on until after the new year. House carpenters and builders have all the work that they can handle for a long time to come.

Metal, engineering and shipbuilding.—Both the British Columbia Marine Railway Company, and the Victoria Machinery Depot have been very busy keeping large forces of men employed, the boiler departments working overtime. Moulders were well employed. They have recently received an increase of 50 cents per day, making $4.00 per day instead of $3.50.. Machinists and engineers were well employed. Linemen had a busy month putting things in order after the fire of July 23, which almost completely destroyed the electric and telephone system. All other branches of these trades were busy.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers reported work satisfactory and the outlook encouraging. Carriage and wagon makers have found that the automobile has not affected their trade to any extent, as they are constantly working at good wages. Pattern makers were busy, with all the work that they can do for some time to come. Coopers were kept busy.

Printing.—Both job and newspaper printers were busy. The membership of the Typographical Union in Victoria is 63, compared with about 40 a year ago. Bookbinders were well employed.

Clothing.—Journeymen tailors reported trade brisk.

Leather.—Leather workers and saddlers were working full time.

Food and tobacco preparation.—Bakers and confectioners found business brisk. Cigar makers, fifty in number, had satisfactory employment.

Miscellaneous.—Barbers were fully employed. Clerks and stenographers were slightly in demand. Furriers were well employed, with hotel, restaurant and theatre employees exceptionally busy.

Transport. — Traffic has been very heavy, and all employed in the transportation service had a busy month. Street railwaymen, cabmen, automobilemen, carters and draymen reported that they had all that they could do.

Unskilled.—This class was well employed. Besides a large amount of new concrete sidewalks being laid by the city, sewers will be built on a number of new streets, giving employment to numbers of men. Anyone wishing work in this line would experience no difficulty in securing it.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been little if any change in the general condition of the labour market since last report, there still being a shortage of men in nearly all of the industries in this district. Some large firms are waiting until the usual summer work is over to get men. There was still exceptional activity in the Lumber and Coal Industries with prospects of its continuing for some time to come. The merchants reported business increasing. There have been no changes in rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have been busy with the harvest, which is nearly completed.

Fishing.—The Whale Fishing Co., is rushing the work on its new station near this city so as to be ready for the winter on the West Coast. The company is having success with its Fishing and Oil Factory.

Lumbering.—The local Mills and the other saw mills in the Distiict were workingg to their full capacity. Work in the woods was being rushed as much as the prevailing scarcity of men will allow.

Mining.—The coal mines were working steadily and increasing their output, but were unable to meet the present demand.

Railroad Construction.—The C. P. R. Co. has announced that work will be commenced at once on clearing the right of way from here to Alberni so that contracts for grading can be let.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons reported work quiet. Carpenters were well employed, there being a demand for more men. Painters report work active. Plumbers were very busy.

Metal, engineering and shipbuilding trades.—Engineers were very busy, there being a shortage of certificated men to meet the demand. Blacksmiths and Carriage Makers were active.

Unskilled labour.—There is still a steady demand in the principal industries.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT URING THE MONTH OF AUGUST.

ONE application for the establishment of a Board of Conciliation and Investigation was received at the Department during the month of August, namely:

On behalf of the employees of the Montreal Cotton Company at Valleyfield, Que., from locals 8, 9, and 10 of the Federation of Textile Workers of Canada.

In connection with the applications received prior to the beginning of the month of August, further proceedings remained on August 1 to be taken with regard to the following, viz., the second application on behalf of the employees of the Cumberland Railway and Coal Company, Limited, of Springhill, N. S., from Pioneer Lodge No. 1, P.W.A., and the application on behalf of the Grand Trunk Railway of Canada with reference to a dispute with the locomotive engineers employed on the system.

Further proceedings remained on August 1, to be taken also with regard to the application for a reference under the provisions concerning railway disputes in the Conciliation and Labour Act (Chap. 96, R.S.C. 1906) of the dispute between the Intercolonial Railway of Canada and the Freight Handlers' o Halifax.

With regard to the first named of these, the second application on behalf of the employees of the Cumberland Railway and Coal Company Limited of Springhill, N.S., the Board as stated in the August issue of the *Labour Gazette*, began on July 31, its investigation into the subject of dispute, but a strike occurring in the mines on August 1 as a result of the refusal of the men to accept in full the findings of a Board established to enquire into a previous dispute between the same parties, as set forth in the *Labour Gazette* for August, the Board adjourned the enquiry indefinitely. In the case of the dispute between the Grand Trunk Railway Company and the locomotive engineers in its employment the findings of the Board were received during the month and will be found in the following pages. In the case of the dispute between the Intercolonial Railway and the Freight Handlers of Halifax, the findings were also received in the Department during the month and are printed as a portion of the present article.

A statement of the proceedings during the month of August in the various applications is printed herewith.

I. THE DISPUTES AT SPRINGHILL, N. S.—BOARD ADJOURNS IN VIEW OF STRIKE BY EMPLOYEES.

THE circumstances attending the establishment of a second Board of Conciliation and Investigation for the adjustment of disputes between the Cumberland Railway and Coal Company, Limited, of Springhill, N.S., and its employees, were set forth in the August issue of the *Labour Gazette*, the application in this case as in that of the former application being made on behalf of the men by Pioneer Lodge No. 1. Provincial Workmen's Association. The Board, which was promptly established by the Minister, was composed of His Honour Judge Patterson, of New Glasgow N. S., chairman, and Messrs R. B. Murray of Springhill, N.S., and P.S. Archibald of Moncton, N.B., who were appointed on the nomination of the employees and employers respectively. Messrs Murray and Archibald being unable to agree on the nomination of a third member, Judge Patterson was appointed by the Minister.

As stated in the report printed in the *Labour Gazette* for August of the proceedings in connection with the Board established for the investigation of the dispute between the same parties with reference to counter levels and local stone, the findings of this Board had not proved acceptable to the men on one of the two points involved, and the Secretary of Pioneer Lodge No. 1, P.W.A., informed the Department by letter that at a meeting of the lodge named the men had passed a resolution reserving to themselves the right to strike on August 1, in virtue of their non-acceptance of the award of the Board. The second Board proceeded on July 31, with the investigation of the disputes referred to it, but on August 1, the employees ceased work, and the Board thereupon adjourned its proceedings and its various members endeavoured for some days to effect an agreement of the disputing parties by conciliation. These efforts proving futile, the Board was not reconvened by the chairman. At the end of August the employees were still out and the situation was not reported to be otherwise changed.

II.—AGREEMENT EFFECTED UNDER THE ACT BETWEEN THE INTERCOLONIAL RAILWAY AND THE FREIGHT-HANDLERS' UNION OF HALIFAX.

THE report of the findings of the Board of Arbitration established in connection with this dispute reached the Minister of Labour on August 12, and it is gratifying to be able to record that the findings have been accepted by the parties concerned, and that there is every indication that the adjustment of the differences has been to the satisfaction of both, as well as to the general interest of the public. The Freight-Handlers' Union of Halifax, which represented the men in the proceedings accepted the award unanimously on their behalf. The award of the Board was accepted by the Intercolonial Railway and by the men concerned for St. John as well as for Halifax.

It will be remembered that the differences between the Intercolonial Railway of Canada and freight-handlers in its employ at Halifax, N. S., were referred for adjustment under the provisions relating to railway disputes in the Act respecting Conciliation and Labour (Chap. 96, R. S. C. 1906,) the application for the appointment of a committee of Conciliation, Mediation and Investigation having been received in the Department on July 10. The applicant was Mr. D. Pottinger, General Manager of the Intercolonial Railway, and the other party to the dispute was indicated as the Freight-Handlers' Union of Halifax. The number of employees directly concerned was placed at 55, and of those indirectly concerned at 150, besides all shippers and receivers of freight and the

public in general. The question at issue was stated to be the rate of wages and the classification of freight-handlers. Section 5 of the Industrial Disputes Investigation Act, 1907, provides that in the case of a dispute between a railway company and its employees the parties may refer the same for investigation either to a committee of Conciliation, Mediation and Investigation established under the provisions relating to railway disputes in the Act respecting Conciliation and Labour as indicated above, and in the event of a settlement not being reached before the Committee to a Board of Arbitration established under the same provisions; or to a Board of Conciliation and Investigation established under the Industrial Disputes Investigation Act, 1907. Procedure under the Conciliation and Labour Act was selected in the present case.

The Committee of Conciliation, Mediation and Investigation established under the Act consisted of Prof. Walter Murray, Halifax, Charman; Mr. Henry Holgate, Montreal, nominated by the Intercolonial Railway, and Mr. R. E. Finn, M.P.P., Halifax, nominated by the Freight-Handlers' Union; the chairman of the Committee was named by agreement between the members recommended by the respective parties. The Committee met at Halifax on July 27 to enadeavour to secure a settlement by means of conciliation but on July 30, the Minister of Labour received a telegram from the Chairman to the effect that it was impossible to effect an agreement in this way and recommending that the differences should be referred to a Board of Arbitrators. The parties to the differences having respectively informed the Minister that the members of the Committee of Conciliation and Investigation were acceptable as a Board of Arbitrators, the Minister duly established the three gentlemen named as a Board of Arbitrators, and the Board proceeded immediately to take evidence under oath and otherwise to enquire into the dispute that had been brought before it.

The Committee of Conciliation, Mediation and Investigation held sessions on July 27 and 29, and the Board of Arbitrators met on July 31 and daily on week days until August 8. The subject of the dispute, while local in its origin, involved indirectly not merely the whole road but some questions of management and for these reasons the enquiry before the Board took a much wider range than it would otherwise have done. The enquiry was of a most careful nature and the acceptance by the management of the findings of the Board entails in some cases changes of considerable importance. The report presented to the Minister by the Board of Arbitrators was as follows:—

HALIFAX, Nova-Scotia Aug. 8th, 1907.

To The HONOURABLE RODOLPHE LEMIEUX.
Minister of Labour,
Ottawa.

Honourable Sir:—

In the matter of the Conciliation and Labour Act of 1906 and in the matter of the reference of certain differences between the Intercolonial Railway of Canada and certain of its employees, members of the Freight-Handlers' Union of Halifax, to the undersigned as a Board of Arbitration under the provisions of the said Act, your Board respectfully submits the following report:

On the 5th day of July, 1907, the following resolution was adopted by the Freight-Handlers' Union of Halifax:

> Moved by James Clark, seconed by John Burns, that the Freight Handlers' Union of the I.C.R., at Halifax, N.S., agree to submit the case, which is the cause of the dispute with the I.C.R., as set forth in schedule submitted by them to Mr. G. M. Jarvis on the 18th day of June, to a Board of Conciliation and Investigation, which said Board shall be convened within fifteen days from the receipt of this resolution by the Management of the I.C.R., to be appointed under the provisions of the Conciliation and Labour Act provided that the question of the rates to be paid by the said I.C.R., and the date from which the same are payable are left to the said Board of Conciliation and Investigation to finally determine.
>
> Passed unanimously.

Dated at Halifax, this 5th day of July, A.D., 1907.

(Signed) WILLIAM ALLEN,
President.
" J. W. CLARK,
Secretary.

Through Mr. George M. Jarvis, the following answer was given by Mr. D. Pottinger, the General Manager of the Intercolonial Railway. "Moncton, July 5th 1907." The Department agrees to the proposal submitted by the Freight Handlers' Union, the men to return to work at old rates, and matter in dispute to be submitted to a Board of Conciliation and Labour Act.

In accordance with the provisions of the Conciliation and Labour Act of 1906, the Committee appointed by you on the 22nd, of July 1907, endeavoured to effect an amiable settlement by mediation and conciliation. Unfortunately it failed, and on the 29th, of July submitted its report.

The Board of Arbitration to which you then referred the differences met within the Province Building, Halifax on the 31st day of July, and concluded its sessions on the 8th day of August.

Mr. George M. Jarvis was present to represent the Intercolonial Railway and Messrs. William Allen and Aaron Mosher to represent the Freight Handlers.

The Board decided to conduct its proceedings in private and not to permit counsel to appear on behalf of either party. Several witnesses were examined and the parties fully heard.

The conclusions of the Board are unanimous and cover the various points in dispute.

In reaching its conclusions, the Board, while fully realising the indirect effects of any dicision which it might reach, held to the principle, which is followed by other Railways and is recognized in the Fair Wages Schedule of the Department of Labour, that the rates of pay for similar services should vary in different localities, according to the local labour market and cost of living.

With reference to the contentions of the Freight Handlers of the Intercolonial Railway in the City of Halifax the Board holds.

1. That the foremen checkers in charge of the Outward and Inward Sheds and the yard should be paid at the rate of $60.00 per month.

2. That a checker receiving outward freight or checking inward freight from car to shed should be paid at the rate of $52.50 per month.

3. That a junior checker delivering inward freight should be paid at the rate of $47.50 per month.

4. That porters, while temporarily doing junior checkers' work should be paid at junior checkers' rates, and in general that men doing the same kind of work be paid at the same rate.

5. That porters be paid for a day of 10 hours at the following rates for the first year of service at $1.50 a day and subsequntly at $1.60 a day, but after five years of satisfactory work service they shall be paid $1.65 a day. All over time to be paid pro rata.

6. That all promotions be determined primarily by efficiency and secondarily by length of service.

7. That the foregoing rates take effect from April 1st, 1907.

Respectfully submitted,

(Sgd.) WALTER C. MURRAY,
Chairman.
" HENRY HOLGATE.
" R. E. FINN.

The full effect of the award of the Board of Arbitrators may be better understood with a brief explanation. The Intercolonial Railway had increased the pay of the porters from $1.40 to $1.50 per day, dating from April 1, 1907. The men claimed when they struck that they should receive $1.75 per day. The Board decided that the porters should be paid for the first year of service at the rate of $1.50 per day, and subsequently at the rate of $1.60 per day, but that after five years of satisfactory service they should be paid $1.65 per day, this sliding scale to take effect from April 1st, last. There are, it is stated by the management of the Railway, no porters at Halifax, who have been in the service for only one year, the junior of all the porters having come into the service in March, 1905; the effect of the award, therefore, is that all the porters at Halifax have received an increase of ten cents per day from April 1 last. There are 13 checkers at Halifax. Of these three are foreman checkers who were, at the time of the strike, receiving $57.50 per month, having received an increase of $2.50 per month on April 1 last; by the decision of the Board these three will receive a further increase of $2.50 each, from April 1 last, bringing their present pay to $60.00 per month. The Board decided that the next grade of checkers shall receive $52.50 per month. Eight of the checkers who are receiving $52.50 and $57.50 per month each receive an increase. Eighteen porters who have been engaged more or less doing the work of checkers, and who under the award of the Board must receive checkers' pay, have also received some increase in pay.

At a meeting of the Freight Handlers' Union at which the copy of the award, of the Board of Arbitrators, was received from the Department of Labour and read to the members, the following resolutions were passed unanimously by standing vote, viz.:

Moved by Avon Mosher and seconded by H. Mullaney:

"That the Freight Handlers' Union of Halifax of the I. C. R., accepting as they do the award of the Board of Arbitration, desire to express their sincere appreciation of the splendid services rendered by Mr. R. E. Finn as their advisor and true friend of the workingman, both before, and during the arbitration, and also their thanks to Prof. Walter Murray for the fair and impartial manner in which he presided over the Board of Arbitration which settled our differences so well."

Moved by John Curren, seconded by A. Simmons:

"That we earnestly thank our representative, President William Allen, and Treas. Avon Mosher, for the fine manner in which they helped to prepare our case and carry out our wishes, which materially assisted in the great advantages we have gained by the award of the Board of Arbitration."

III.—DISPUTE BETWEEN THE G. T. R. CO., AND ITS LOCOMOTIVE ENGINEERS—REPORT OF BOARD AND TEXT OF THREE YEARS' AGREEMENT EFFECTED.

THE dispute between the Grand Trunk Railway system and the locomotive engineers in its employment, for the adjustment of which a Board of Conciliation and Investigation was established by the Minister of Labour early in the month of July, was satisfactorily settled during the month of August. The nature of the dispute in question was set forth in the *Labour Gazette* for August. The application for a Board of Conciliation and Investigation was received at the Department on June 27th, from Mr. W. D. Robb, Superintendent of Motive Power for the Grand Trunk Railway Company. The Board as established consisted of Professor Adam Shortt of Kingston, Ontario, chairman; Mr. Wallace Nesbitt, K. C., of Toronto, and Mr. John Cardell, of Calgary, Alta. Prof. Shortt was appointed to the Board by the Minister of Labour, the nominees of the respective parties to the dispute being unable to agree on a third member. The Board commenced its investigations at Montreal on July 23, and its findings were received by the Minister of Labour on August 16. It is gratifying to be able to state that the agreement, which governs the employment, duties and compensation of locomotive engineers on the Grand Trunk Railway system, and supersedes all previous rules, is effective for a period of three years from August 1st, 1907, and from year to year thereafter, subject to notice of revision or termination.

The agreement is signed for the Company by Messrs. Charles M. Hays, second Vice-President and General Manager, and W. D. Robb, Superintendent of Motive Power, and on behalf of the Locomotive Engineers by Messrs. D. C. Cameron, J. Battley, and J. S. Johnson.

The report of the Board of Conciliation is signed by Prof. Adam Shortt, chairman, and Mr. J. Cardell, the member of the Board appointed on the nomination of the men, Mr. Nesbitt, the member of the Board appointed on the nomination of the Grand Trunk Railway Company, having been prevented from attending the final sessions of the Board. The dispute, as will be seen from the text of the agreement, included many intricate and difficult questions, concerning which it had been long impossible to arrive at a conclusion, and it is a matter for general congratulation that the respective parties to the dispute have been enabled by means of the facilities afforded under the Industrial Disputes Investigation Act to attain a state that promises complete harmony for so extended a period. Such an agreement is obviously the more valuable in that it concerns on the one hand a great railway corporation and on the other a body of employees representing in the Brotherhood of Locomotive Engineers one of the most powerful of labour organizations.

The complete text of the report of the Board of Conciliation and Investigation and of the agreement reached is as follows :—

QUEEN'S UNIVERSITY.

KINGSTON, ONT., August 15th, 1907.

Hon. Rodolphe Lemieux,
Minister of Labour,
Ottawa, Ont.

Dear Sir,—

As Chairman of the Board of Conciliation and Investigation appointed to deal with the dispute between the Grand Trunk Railway and their Locomotive Engineers, I have to report that a final settlement of the dispute was effected on August 13th. The enclosed memorandum of rules and rates of remuneration, applicable throughout the Grand Trunk System, was accepted and signed by both parties as effective for three years from August 1st, 1907.

In accordance with section 54 of the Industrial Disputes Investigation Act, I beg to report that immediately after being appointed Chairman of the Board of Conciliation, I entered into communication with both parties to the dispute. Going to Montreal on July 21st, the following day I completed arrangements for the first meeting of the Board on Tuesday, July 23rd, at 10 a. m., in the Board Room of the Grand Trunk Railway offices, which Mr. Hays had kindly placed at our service for the meeting of the Board. The first session was held, as arranged, at 10 a. m., July 23rd, there being present the members of the Board, Hon. Wallace Nesbitt, K. C., representative of the Grand Trunk Railway; Mr. John Cardell, representative of the Locomotive Engineers, and myself as Chairman. There were also present Mr. Charles M. Hays, Mr. E. H. Fitzhugh and Mr. W. D. Robb, on behalf of the Grand Trunk Railway, and Messrs. D. Cameron, J. Battley and J. S. Johnson, on behalf of the Locomotive Engineers.

As Mr. Nesbitt had just received notice that his presence was urgently required at Sydney, B C., in connection with the suit between the Dominion Steel and Dominion Coal companies, he found it impossible to remain more than a couple of days in Montreal. By prolonging our sessions, we endeavoured to complete the work before us in that time, and, indeed, we had reached a provisional agreement on practically all the matters in dispute except the schedule of wages, when the Board adjourned at the close of the sittings on July 24th. At the request of the Grand Trunk Railway, it was agreed to await Mr. Nesbitt's return, if that should take place within a reasonable time. Before leaving Montreal I pointed out to the representatives of the Engineers that if, in accordance with sections 23 and 24 of the Industrial Disputes Investigation Act, 1907, a settlement of the wage schedules could be effected in the meantime, it would be very desirable. After several interviews between the representatives of the Engineers and Messrs. Hays and Robb, Mr. Hays made an offer of a substantial increase on the existing schedule of wages for a three years' agreement. This being ultimately accepted by the representatives of the Engineers, the agreement was virtually completed. On being notified of the settlement of the wage schedules, I returned to Montreal on August 11th, Mr. Cardell, whose home is in Calgary, having remained there in the interval, but Mr. Nesbitt was still unable to leave Sydney. On Monday, August 12th, the sittings of the Board were resumed. The agreement between the parties was put in final shape, and on the following day, August 13th, it was signed on behalf of the Grand Trunk Railway by Messrs. Hays and Robb, and on behalf of their Locomotive Engineers by Messrs. Cameron, Battley and Johnson, as also by Mr. Cardell and myself for the Board of Conciliation and Investigation.

As further required by the Act, I am sending certified accounts as to the expenses of the Board.

I have the honor to be

Yours very sincerely,

(Sgd.) ADAM SHORTT,
Chairman Board of Conciliation and Investigation re dispute between the Grand Trunk Railway and their Locomotive Engineers.

GRAND TRUNK RAILWAY SYSTEM.

MOTIVE POWER DEPARTMENT.

RULES.

To Govern the Employment, Duties and Compensation of Locomotive Engineers.

In effect August 1st, 1907,
To
August 1st, 1910.

and from year to year thereafter;

subject to notice of revision or termination.

(Supersedes previous rules).

OFFICE OF SUPERINTENDENT OF MOTIVE POWER:

Montreal, P. Q.

MILEAGE RATES.

Districts.	Rate Per Mile.					
	Through Freight Pass. Mixed and Snow Plow Locomotives.			Way Freight. Locomotives		
		18" cyl. and under.	19" cyl. and over.	Consolidation.	18" cyl. and under.	19" cyl. and over.
1	$ 3.50	$ 3.75	$ 3.95	$ 4.10	$ 4.15	$ 4.30
2-4-5-6-7-11-12-15-16-17-18-19-20-30	3.25	3.50	3.70	3.90	4.00	4.10
3-8-9-10-13-14-21-22-23-24-31-32-	3.20	3.50	3.70	3.90	4.00	4.10
25 (G. T. W.)-26	3.70	3.95	4.10	4.15	4.35	4.50
25 (C. S. & M.) 27-28-9	3.55	3.95	4.10	4.15	4.35	4.50

On way freight runs of 100 miles or less, 100 miles will be allowed; detention after 11 hours.

CONSTRUCTION AND WRECK RATES.

Districts.	Rate Per Hour. Locomotives.		
	18" cyl. and under.	19" cyl. and over.	Consolidation.
Lines East of Detroit and St. Clair River	$ .35	$ .37	$ .39
Lines West of Detroit and St. Clair River	.37	.39	.41

SWITCHING RATES.

Stations or Districts.	Rate Per Hour.
First District	$ .33
Chicago and Buffalo	.37
Other Stations in United States	.33
All Stations in Canada	.31

SPECIAL TRIP RATES.

Between.	Freight.						Way Freight.		
		Passenger.	Loco. Cyls. under 18"	Loco. Cyls. under 18"	Loco. Cyls. 19" and over.	Loco. Cons.	Loco. Cyls. under 18"	Loco. Cyls. under 18"	Loco. Cyls. 19" and over.
Eastern Division:									
St. Hyacinthe & Montreal & ret.	71	2.52							
Middle Division:									
Toronto & Niagara Falls via Hamilton	83	2.95							
Hamilton & Niagara Falls & ret.	88	2.95							
Hamilton & Toronto & ret.	78	2.95							
Hamilton & London via Harrisburg	75	.....	3.10	3.16	3.18	3.18			
Palmerston & Brantford & ret.	156	5.90	5.99	5.99	6.06				
London & Sarnia x	60	.....	.....	.....	.....	.....	2.98	3.04	3.04
London & Sarnia & ret. x	120	.....	.....	.....	.....	.....	5.96	6.03	6.08
Western Division:									
Durand & Bay City x	106	.....	.....	.....	.....	.....	4.69	4.69	4.79
Lennox & Jackson x	06	.....	.....	.....	.....	.....	4.69	4.69	4.79

x Detention after 8 miles per hour.

SPECIFIED RUNS AND RATES.

Location.	Service.	Rate per Month.
Eastern Division:		
Norway Branch	Pass. & Frt.	$100.00
Lewiston Branch (Round Trip)	"	.75
Victoriaville & Doucet's Landing	Mixed	100.00
Hemmingford & St. Isidore Jct	Pass. & Frt.	95.00
Montreal & St. Paul	"	105.00
Ottawa Division:		
Hawkesbury Branch	Pass. & Mxd.	100.00
Rockland Branch		100.00
Northern Division:		
Madoc & Belleville	Pass. & Mxd.	101.00
Coboconk Lind ay	Mixed	90.00
Haliburton & Lindsay	"	95.00
Lindsay & Port Hope	"	90.00
Sutton or Jackson's Pt. & Toronto	"	95.00
Penetang & Allandale & Barrie	Pass. & Mxd.	138.00
Collingwood & Beeton	"	143.00
Peterboro & Lakefield	"	95.00
Galt, Berlin & Waterloo	Pass. & Mxd.	125.00
Elmira Branch	"	125.00
Petrolea, Wyoming & Glencoe	Pass. & Frt.	145.00
Stratford, St. Marys & London	Pass. & W. Frt.	110.00
Pt. Colborne & Pt. Dalhousie	Pass. & Mxd.	105.00
Pt. Dalhousie & Pt. Colborne	"	105.00
Brantford, Harrisburg, & Tilsonburg	"	108.00
Tilsonburg, Harrisburg & St. George	"	105.00
Pt. Rowan Branch	"	105.00
Durham Branch	"	100.00
Wiarton & Parkhead	"	115.00
London & Wingham	Passenger.	115.00
Wingham & London	"	115.00
Wingham & London	Way Frt.	110.00
Southampton & Palmerston & return (1)	Pass. & Mxd.	100.00
" " " (2)		100.00
Kincardine & Palmerston & return (1)		115.00
" " " (2)	"	115.00
Western Division:		
Detroit & Port Huron	Way Frt.	110.00
Port Huron & Detroit	"	110.00

LIGHT TRAIN RUNS.

1. Passenger rates effective on the district travelled will govern. — Rate for light running.
2. If used for other service during the trip, such mileage or time will be paid at the rates governing for the class of service performed. — Rate for other work in connection with light running.

PILOT OR PUSHER SERVICE.

1. Exclusive pilot or pusher service will be compensated for at regular road rates. — Exclusive pilot service.
2. Engineers performing pilot or pusher service in connection with switching will be paid at the switching rate in effect at the station from which the work is done. — Pilot in connection with switching service.

SHORT RUNS FROM TERMINALS.

Short runs. 1. Short trips or turn arounds, fifty (50) miles or less, will be rated as fifty (50) miles, and paid for at the regular rate for the class of service performed; any additional service performed in the same day will be paid actual time made.

Short return trips. 2. Short return trips, continuations of regular trips, will be paid actual mileage or time at the rate in effect for the class of service performed, but where men are held thirty minutes for special short return trip service, not part of their regular work, they will be allowed detention for the time so held.

CONSTRUCTION AND WRECK SERVICE.

Mileage for construction and wreck service. When a trip, single or return, exceeds fifty (50) miles, pay will be allowed at mileage and detention rates for the class of service performed. The time occupied spotting cars at ballast pits will be considered as distinct from any such trip, and will be paid for at the hourly rate.

DETENTION.

Passenger detention mileage. 1. On all passenger trains, not otherwise specified, detention will be paid for the time used in making the trip, in excess of the time necessary to complete the trip at an average speed of fifteen (15) miles per hour.

Freight mixed and snow plow detention mileage. 2. On all through freight, mixed and snow plow runs, not otherwise specified, detention will be paid for the time used in making the trip, in excess of the time necessary to complete the trip at an average speed of ten (10) miles per hour.

Way freight detention mileage. 3. On all way freight runs of over 100 miles, not otherwise specified, detention will be paid for the time used in making the trip, in excess of the time necessary to complete the trip at an average of nine (9) miles per hour.

Computing detention. 4. Detention will be computed from the time a train is ordered to leave the point of departure until it is registered in, at the arriving terminal.

Fractions of an hour. 5. Fractions of an hour thirty (30) minutes or less will not be counted as one (1) hour.

Terminal delays before departure. 6. Terminal delays in road service before departure to be reported on a separate ticket, and will be paid for at detention rate. Delays of less than one hour and thirty minutes (1 hour, 30 minutes) will not be counted. The time so made will be deducted from any detention earned on the trip.

Terminal delays after arrival. 7. Terminal delays in road service after arrival to be reported on a separate ticket, and will be paid for at detention rate. Delays of less than forty-five (45) minutes will not be counted. Delays of over one hour and thirty minutes (1 hour, 30 mins.) to count two (2) hours. Terminal delay will begin when train is registered in at arriving terminal and when engine is delivered in engine house yard.

Rate per hour for detention. 8. Detention will be paid at mileage rates for the class of service performed, based on detention speed limits.

MISCELLANOUS SERVICE RATES.

Piloting. 1. Engineers acting as pilots will receive the schedule rate for the class of serivce performed.

2. Authorized deadheading on the Company's business will be paid at half the passenger rate for the district travelled. Deadheading.

3. Engineers assigned to specified runs will be paid extra for work done outside of the regular run, and for work performed either before or after time card hours, at the rates effective for the class of service performed, and failing to make a full month will be paid pro rate for the service performed. Specified runs.

4. Shop time, including time as acting as hostler, will be paid at the rate of $3.00 for each day of ten (10) hours; five (5) hours or less will be paid half day, over five (5) and less than ten (10) hours, one day. Shop time.

5. Watching locomotives under steam or in tow will be paid at the rate of thirty (30) cents per day. Watching locomotives.

6. When an engineer is called and cancelled twenty-five (25) miles at regular trip rate will be allowed if not stopped before leaving home. Having left home he will be entitled to a trip ticket, and should sign the appearance book, but if other work can be found, he will be employed and his compensation will be computed from the time first called for at the rate effective for the class of service performed. Called and cancelled.

7. At stations where no regular force is provided engineers will be paid thirty (30) cents for turning, and properly housing each locomotive, day and night. Housing locomotives.

8. Engineers attending court or Coroner's inquest on legal cases for the Company will be allowed four dollars ($4.00) for each twenty-four (24) hours, or portion thereof, detention from from duty. When such service is done on a day on which regular work is also performed, payment will be made pro rate for the time so occupied; when such service is done on a lay-off day the full rate will be allowed. Expenses will be allowed at the rate of two dollars ($2.00) for each twenty-four (24) hours away from home station. The court witness fees and mileage will be assigned to the Company. Attending legal cases.

9. Switch locomotive engineers will be allowed an hour for meals, between the fifth and seventh hours on duty. If not possible to allow meal hour between the hours named, it will be paid for. Twenty minutes will be allowed for lunch. Switch engineers' meal hour.

10. Engineers will be paid thirty (30) cents per hour for the authorized heating of trains at terminals; fractions of an hour, thirty (30) minutes or less will not be counted. Heating trains.

11. Engineers ordered to leave Niagara Falls, Ontario, one hour previous to the schedule leaving time of the train from Suspension Bridge, N. Y., will be paid twenty-five (25) cents per hour; not more than one hour will be allowed. Special service at Niagara Falls.

12. Engineers when required by the Company to learn the road will be paid the distance learned. This does not apply to newly employed or promoted engineers, who will learn the road in their own time. Learning road.

13. Mileage will be allowed for light running to and from trains between Dearing and Portland, Turcot and Bonaventure, London East and London, and Elsdon and Chicago. Light running between round-house and train.

GENERAL RULES.

1. The trip mileage will be computed from the train mileage. Trip mileage.

2. When engineers whose compensation is on a mileage basis are obliged to double grades on account of the train tonnage exceeding the rated capacity of the locomotive, or to run for supply of coal or water, such mileage will be paid for at the rating specified for the district, Doubling grades and running for coal or water.

and at the rate effective for the class of service performed; the time so made will be deducted from any detention earned.

Assisting trains. 3. Engineers taken from trains on the road to assist other trains will be allowed actual mileage at the rate effective for the class of train assisted; the time so made will be deducted from any detention earned.

Dummy engine, International bridge. 4. Engineer on Dummy Engine, International Bridge, Port Erie, will be paid at switching rate.

Time not allowed. 5. When time is not allowed tickets will be returned to the Locomotive Foreman who will advise the engineer in writing why time is not allowed.

Seniority list. 6. Station seniority list will be posted at the beginning of each year at each locomotive station.

Computing work done by hour. 7. When computing work done by the hour, thirty (30) minutes or less will not be counted; over thirty (30) minutes to count one (1) hour.

Delivering engines. 8. When engineers deliver engines or are held at foreign stations, if no engine is available within twelve hours to return with, they will be furnished with trip ticket and pass to return to the home station.

Time allowance in switching service. 9. Engineers engaged in yard switching service will be paid five (5) hours for service performed less than five (5) hours, and ten (10) hours for service performed over five (5) hours and up to ten (10) hours.

Road locomotives switching at terminals. 10. Engineers of road locomotives will be paid at switching rates when they are required to switch for over thirty (30) minutes at a terminal before or after the departure time of the train called for, or after the time the train is registered in.

ASSIGNMENT OF SERVICE.

Through freight runs. 1. Through freight locomotives and engineers, not assigned to preferred freight runs, will be run first in first out on the district to which they belong as far as practicable, in the service to which they are assigned.

Yard engineers. 2. Engineers on yard locomotives will take turn about working the day and night shift for the period of two (2) weeks.

Spare work. 3. Spare work will be performed by spare men first in first out if competent for the service required. Where spare men by continuous service cannot make fifteen (15) days per month the spare list will be reduced by putting junior men firing.

Application for temporary vacancies on regular runs. 4. Upon application of the man entitled to the run, temporary vacancies of ten (10) days or more on regular runs will be filled by the qualified senior man in the freight service.

Spare list. 5. The spare list will be posted, it being the duty of the spare men to give continual attention to it, and be prepared for duty at any time, unless they shall have received permission to be absent.

Spare men losing turn. 6. Spare men not at home when called will lose their turn and fall to the bottom of the list.

Engines for regular runs. 7. Engineers assigned to regular runs will be regularly supplied with engines to make their regular trips; where the service demands it engines and men will be used as required.

CALLS.

Responding to call for duty. 1. Engineers must respond promptly to the call for duty. A grievance real or imaginary, should take the form of a complaint to be inquired into and dealt with at the proper time, but it does not justify refusal to comply with instructions.

2. A caller will be kept at stations where it is necessary to call engineers. Callers.

3. Men will be called at their regular registered residences, and as nearly as possible two (2) hours before the leaving time of the train. Each man when called must sign the call book, which will show the time called and the departure time of the train called for. Time to be called.

4. The distance limit for calling not to exceed one (1) mile, except in cases where this rule would impose a hardship on engineers who at the present time possess homes located outside this limit. Calling distance limit.

5. Engineers who are assigned to regular runs, will not be called for trains leaving between the hours of seven (7) a. m. and eight (8) p. m., out, if request is made of the foreman in charge, men who may arrive after eight (8) p. m. will be called for a regular run leaving at eight (8) a. m. Calling men assigned to regular runs.

REST.

Engineers after a continuous service of twelve (12) hours or more, may have eight (8) hours rest before they are again called upon for service, except in case of emergency. Time for rest.

LEAVE OF ABSENCE.

Leave of absence must be obtained from the foreman in charge. In the event of illness notice must be given immediately so that a substitute may be provided. Leave of absence.

PROMOTION.

1. Senior engineers will have the precedence for promotion, dependent upon their general good conduct, faithful discharge of their duties, and ability to assume increased responsibility, the Master Mechanic to be the judge. Qualification for promotion.

2. Vacancies on all regular runs will be advertised inside of ten (10) days and filled inside of twenty (20) days, if possible to do so. Vacancies on regular runs.

3. Station and divisional promotion will prevail, the latter for engineers only for first class trains. The first district will be considered as a division for promotional purposes. Promotion.

4. Engineers who fail to pass the Motive Power and Transportation Department requirements will be given an opportunity to pass a second examination, and failing will be dismissed. Examinations.

5. When necessary to transfer engineerr from one station or division to another, junior men only will be transferred. If it is necessary for them to remain for one year at the station to which they are transferred, they will be classed as permanent men and retain their seniority. Seniority of transferred men.

DISCIPLINE.

1. Frequenting saloons, the use of intoxicating liquors or insubordination, will be sufficient cause for dismissal. Cause for dismissal.

2. Engineers will be dismissed or suspended from the service only by the Superintendent, Master Mechanic, Assistant Superintendent or Trainmaster. They shall have a fair and impartial hearing and investigation by the proper officials of the Company will be held as soon as practicable after the occurrence. An engineer may select another en- Dismissals, suspensions and investigations.

gineer for the same division to attend the investigation and speak for him if he so desires. If not found guilty of the charge he will be paid for the time lost.

Motive Power Dept. representative at investigation.

3. Where engineers are concerned, a representative from the Motive Power Department will be present at the Transportation Department investigations.

GENERAL DUTIES.

1. To economically handle and use the oil, coal, sand, water, waste and stores.

2. At Richmond, Montreal, Brockville, York, Ottawa, Madawaska, Depot Harbor, Mimico, Hamilton, Niagara Falls, Fort Erie, London and Durand, engineers will place their locomotives for coaling and deliver them as close to the ashpit as circumstances will allow.

At other terminals engineers will, if the road is clear, place their locomotive opposite the coal chutes at the designated point at which it will be taken charge of and coaled by the shop staff.

3. To report for duty and register out forty-five (45) minutes previous to the time called to leave, and to be on hand and have the locomotive in readiness to start with the train at the time called to leave.

4. To examine the bulletin books and notice boards before leaving a terminal.

5. To enter rest required immediately on arrival at terminal in book provided for that purpose. If leave of absence on account of sickness or for any reason other than for rest is desired, to report personally to the Foreman or his substitute.

6. To lock all locomotive seat, tool and equipment boxes, and to deliver the keys of same before leaving the Company's premises, and to make report of all equipment missing or broken during the trip.

7. To assist in every manner possible in the event of a locomotive failure or casualty to avoid delay to the train and to clear the main line.

8. To make the light repairs which may be necessary to keep the locomotive in good condition for service during the period that branch train locomotives are kept from, and until they can be taken to round house terminal.

DUTIES AT ROUND HOUSE TERMINALS.

1. To make a thorough hammer test inspection of the locomotive both after arrival and previous to leaving a terminal, and engineers will be held responsible for any defects found inside of engine frames, except where they have booked inspection to be made, which must be only at points where and at times when there are no means of making the inspection.

2. To see that the locomotive has its proper equipment and a full supply of oil, sand, water, coal and stores before leaving the round house tracks to go out on a run. In the case of locomotives requiring to be equipped with tools before going into service, such work will be attended to by the shop staff.

3. To test the air pump, both injectors, lubricators and the steam heat equipment, and know that they are in proper working order previous to leaving the round house tracks to go out on a run.

4. To personally test the air brake and the signal whistle equipment by operating the engineer's brake valve and the angle cocks at the rear

end of the tender, and to see that this equipment is in good working order, previous to leaving round house tracks to go out on a run.

5. To adjust the feeds of all oil cups, and to close the feeds immediately on arrival at a terminal.

6. To see that the automatic coupler knuckles are closed and that the air and steam hose are coupled to their respective fastenings, before the locomotive is delivered at a terminal.

7. To see that heaters are applied during severe weather to all pipes requiring such and before locomotives are delivered at a terminal.

8. To drain the water of condensation from the main and auxiliary reservoirs, triple valves, drain cups and all other portions of the air brake equipment, to prevent its accumulation, and in addition to see that all parts of the engine and tender and air appliances that are liable to damage by frost are properly drained when an engine becomes disabled in service.

9. To see that a judicious amount of water is left in the boiler of locomotives before they are delivered at the round house after arriving at a terminal.

10. To register in immediately on arrival at a terminal, and to make out the trip tickets and the forms used in reporting train detentions, casualties, personal injuries, stock struck, fires, etc., when such reports are necessary, before leaving the Company's premises.

11. To make immediately on arrival at a terminal a complete written and intelligent report of all work necessary to be done by the round house force on the assigned locomotive.

12. To keep in adjustment the travel of the driver and engine truck brake cylinder pistons, when the same can be reached from the outside, and to test the air brake equipment, and to remedy or make prompt report of all irregularities.

13. To care for the trimming of the eccentric straps, also for the trimming of the top of the driver boxes where they can be conveniently got at. When this work is reported it will be attended to by the shop staff.

14. To pack the steam and air stuffing boxes on the boiler head and other steam throttles when it can be done with steam in the boiler, and can be conveniently reached. This work to be done by the shop staff when reported.

15. To pack the steam and air end stuffing boxes of the air pump piston rod.

16. To apply swabs to the valve stem, piston rod and air pump piston rod glands.

17. To pack the valve stem and piston rod stuffing boxes of locomotives not equipped with metallic packing.

18. To clean and care for the head lamp, reflector, burner, chimney and the glass to the cage.

19. To care for the locomotive equipment.

20. To care for the air pump and see that it is kept in a clean condition and properly lubricated.

21. To make a complete and intelligent report of work necessary to be done on locomotives going to the shops for repairs.

DUTIES IN SERVICE ON THE ROAD.

1. To make as many intermediate inspections of the locomotive as opportunity may afford

2. To renew the water gauge and lubricator glasses.
3. To tighten the nuts to all bolts found to be loose.
4. To close the feeds of all lubricators and oil cups when lying at stations or on side tracks for over five minutes.
5. To see that the heaters are applied properly to all injectors, steam heat, rail cleaner and other pipes requiring such heaters during severe weather.
6. To be responsible for the steam pressure and water in the boiler and the steam heat line, and the air pressure in the train and signal lines being maintained and not increased.
7. To prevent such firing of a boiler as will produce black smoke and cause the steam to be relieved through the pop valves ; all the surplus steam to be blown into the tender feed water.
8. To see that the firemen attend to the duties assigned to them and that they comply with the instructions in effect.
9. To handle the locomotive in such a manner as will give the best results, both as regards economy and efficiency; to make up all the time possible with trains that may be late or important and to handle the air brake and steam heat equipment in accordance with instructions, and to render the best of service.
10. To make a telegraphic report to the Master Mechanic of slid flat wheels under locomotive, and of accidents which result in damage to machinery or personal injury, and of causes for unusual delays to trains which may be chargeable to the Motive Power Department.
11. To immediately notify the Conductor in the event of a locomotive becoming disabled on the road so as to cause delay to trains, as to the reason of the failure, how soon the locomotive will be ready to proceed and with what portion of the train, so that the Trainmaster can be advised and issue the necessary instructions.

(Signed) W. D. ROBB,
Supt. of Motive Power.

Approved:
(Signed) CHARLES HAYS,
Second Vice-President & General Manager.

On behalf of the Locomotive Engineers of the Grand Trunk Railway System, we accept the above schedule as in force for three years from August 1st, 1907.

Members of Board of Conciliation and Investigation.
D. CAMERON
J. BATTLEY,
J. S. JOHNSON,
ADAM SHORTT, (Chairman)
J. CARDELL;

IV.—COTTON MILL EMPLOYEES AT VALLEYFIELD, QUE., INVOKE THE ACT UNDER CLAUSE 63.

THE first application for the establishment of a Board of Conciliation and Investigation under clause 63 of the Act, which allows a reference under its provisions of a difference in any industry other than that of a mine or public utility in the event of both parties to the said difference consenting to such reference, was received in the Department on August 26, on behalf of the operatives employed by the Montreal Cotton Company at Valleyfield, Que. The application was signed by Maurice Neveu, president of Local Union No. 10 of the Federation of Textile Workers of Canada, and by Joseph Chasle, general secretary of the same organization. The employees were designated as Local Unions 8, 9 and 10 of the Federation of Textile Workers of Canada, and the approximate estimate of the number of employees affected was 2,200, representing 950 males, of whom 250 were stated to be under the age of 21 years, and 1,250 females. The statement of differences showed the same to be mainly of a technical character or to relate to the internal economy of the mills. They were set forth formally as follows :—

"1. That all employees working beyond regular hours shall receive 20 per cent over their regular wages.

2. That the price list as arranged shall be posted in all departments at the door and in sight of the employees,"

3. That the construction of cloth woven shall be a part of the warp put in looms.

4. That a new system be devised whereby the weaver shall have the benefit of the cloth woven on his looms at the expiration of the fortnight.

5. That certain foremen and other subordinate officials have treated the employees under their charge with partiality and have dismissed some employees unfairly.

6. That the ten per cent increase of wages promised by the company in May last was not granted to the whole of the employees and that in a number of cases where it was granted the character of the work was subsequently changed in such a way th t the benefit of the increase was partly lost."

It may be added that prior to the agreement to refer these differences to a Board of Conciliation and Investigation, there had been a strike of ten days' duration on the part of the employees at Valleyfield. The ostensible cause of the strike had been a dispute with reference to the wages paid to the mule spinners. The dispute would appear to have been on the eve of settlement, when, apparently through a misunderstanding on the one side or the other, the employees ceased work in a body. This occurred on Wednesday, August 14. The management then asked the assistance of the Department of Labour in reaching an agreement, and Mr. F. A. Acland, secretary of the Department, and Mr. V. DuBreuil, another official of the Department, visited Valleyfield for that purpose, having first ascertained from Mr. Wilfrid Paquette, president of the Federation of Textile Workers of Canada, that the employees were on their part willing to accept the good offices of the Department in the work of conciliation.

On the cessation of work by the employees at Valleyfield, a public meeting of the hands was held at which the differences were discussed and a resolution was passed setting forth various grievances on their part, in addition to that of the mule spinners, and including a demand for an increase of wages amounting to 10 per cent for all hands other than the mule spinners. In view of the reference of the dispute to a Board of Conciliation and Investigation, it is unnecessary to discuss the grievances as set forth at this stage of the proceedings, other than to state that during the negotiations that followed, for the most part through the medium of the officers of the Department, an agreement with regard to the mule spinners, the original cause of the dispute, was made with the Company acceptable to the employees; also with reference to the ten per cent. increase demanded, it was contended by the Company that an increase of five per cent had been given voluntarily by the Company in February last and a second increase of ten per cent. had been granted in response to the demands of the Union in May last, and that consequently a further increase for the present at least was impossible. Finally, it was agreed between the disputing parties to refer for adjustment before a

Board of Conciliation and Investigation, established under clause 63 of the Industrial Disputes Investigation Act, 1907, the list of grievances as set forth above. This decision was reached unanimously on the part of the employees at a mass meeting on the evening of Saturday, August 24, and the whole of the hands returned to work on the following Monday morning, August 26.

The establishment of the Board was at once proceeded with by the Minister of Labour, and the following appointments were made: nominated by the employees, Wilfrid Paquette, Montreal; nominated by the employers, Mr. Duncan McCormick, K. C., Montreal.

These appointments took place during the closing days of August, and the third member of the Board had not been named at the end of the month. It was expected, however, that the Board would be fully established and would begin its investigations during the early days of September.*

* The two members of the Board not being able to recommend the name of a third member the Minister of Labour, on September 4, appointed to the Board the Honorable Mr. Justice Fortin, of the Superior Court for the District of Montreal, and the Board proceeded thereupon to investigate the differences referred to it.

INVESTIGATION INTO LABOUR CONDITIONS IN ALBERTA COAL MINES AND INTO THE FUEL SUPPLY OF THE WEST--FINDINGS OF THE ALBERTA COAL COMMISSION.

ONE of the consequences of the scarcity of coal in the West during the past winter was the appointment on May 17, by the Government of the Province of Alberta of a commission to enquire into the circumstances attending the production of coal in the province, the relations between employers and employed, the causes of difference between employers and employed, with suggestions for the fair settlement of the same, the general conditions of labour in the industry, and generally to secure information tending to throw light on or to explain the fuel scarcity above mentioned.

The members of the commission were the Honourable Arthur L. Sifton, chief justice of Alberta, Mr. Lewis Stockett, and Mr. Wm. Haysom, and the findings of the commission after an extended enquiry are as follows:—

EDMONTON, Saturday, June 29th 1907.

To His Honour,

THE LIEUTENANT GOVERNOR IN COUNCIL:

The undersigned Commissioners appointed by Your Honour by Commission bearing date the 17th day of May 1907, beg leave to report that they have held sessions of the Commission at Lethbridge, Frank, Coleman, Banff and Edmonton, and have examined eighty-eight witnesses, representing miners, operators, managers, medical men and railroad representatives, being in the estimation of your Commission a fair representation from practically all mines now in operation in Alberta and of the three railways at present doing business in this Province. We present herewith copy of the evidence taken or your careful consideration.

By the said Commission your Commissioners were authorized to enquire into, investigate and report upon all matters having to do with or concerning the relations of employers of labour to the labourers employed in the coal mining industry in the Province and more especially in relation to the wages paid to the labourers, the length of time constituting a working day, the conditions, sanitary and otherwise, under which such labour is performed, the precautions that are or should be taken to avoid accident or injury to the persons so employed, and the compensation of such persons or their dependents or representatives in the event of their injury or death while engaged in such employment and in this connection to enquire into, investigate and report upon all circumstances tending to the elucidation of the differences between employers and employed in this branch of industry with the purpose, so far as may be, of suggesting such solution or solutions for the fair settlement of such differences as the Commissioners may think proper to make; and further to make such enquiry and investigation as shall be found necessary by the Commissioners into all circumstances which may throw light upon or explain the scarcity in the coal supply which existed throughout some portions of this Province and the Provinces of Saskatchewan and Manitoba during the past winter.

With reference to the various points referred to us for investigation, we submit a synopsis of the evidence with our opinions based thereon for your consideration.

(1) In regard to the wages paid in the coal mining industry, we find that the employees of the mining companies are paid as follows:—

Ordinary unskilled outside labour $2.25 per day.

Other outside employees' rate varying in accordance with skill from $2.50 to $3.67½ per day.

Inside employees are paid rates varying from $2.50 to $3.50 per day, in accordance with occupation.

The contract miners which includes the bulk of those employed in the actual coal mining work, are paid varying rates of wages settled by agreement between themselves and the employers and differing in accordance with the particular places and system of work,-wages having been stated to range in individual cases from $2.50 per day to $12.00 per day, and as an average by the year the following list of mines report the rate of wages set opposite each one as being the average for the year:

Lethbridge	$ 3.00 to $5.00 per day.
Taber Mines:	
Reliance	4.00 per day room men.
	5.00 per day entry men.
Consolidated Coal Co	3.50 to $4.00 per day.
Domestic Coal Co	4.08.
Canada West Coal Co	52.00 a fortnight.
Lambton Mine, Woodpecker	4.00 to $7.00 per day.
Frank	3.00 to $4.00 per day.
Bellevue	4.79.
Lille	5.20½.
Coleman	4.85.
Bankhead	4.66.
Morinville	4.25.

Your Commissioners are of the opinion that legislation in regard to rates of wages would not be of any advantage in the present condition of affairs.

In regard to the frequency of payment of wages, the evidence given upon the part of the miners was practically unanimous in favour of payment being made at least every two weeks, which is the custom in a few of the mines.

Evidence was given in regard to other countries that the custom in England varied from a week upwards, Nova-Scotia two weeks, British Columbia monthly, and in the United States, fortnightly and monthly, but no evidence was produced in regard to Alberta that would show a distinction upon this question between miners and other classes of employees throughout the Province; and your Commissioners are of opinion that any legislation on this subject should be preceded by an enquiry into the conditions generally in regard to employees throughout the Province.

Evidence was given by the miners very largely in favour of a system of payment for coal by run of mine, while the evidence of the operators was generally speaking in favour of a system for screen coal where such coal was used for domestic purposes and sold upon a screened coal basis. In practice this system is only used, so far as the evidence shows, at the Lethbridge mine, and is said to be there taken into consideration in arriving at a basis of payment. The majority of your Commissioners do not feel justified in making a recommendation which could only apply to one class of coal, feeling that egislation in the interests of miners should be such as Would be of general benefit to the miners in the Province, leaving matters which only refer to individual mines to be settled bv an agreement.

(2) Your Commissioners beg to report that the evidence shows that the length of time constituting a working day in Alberta mines varies considerably. The large proportion of the men engaged in the work of getting out coal work not more than eight hours per day, those under contract to a certain extent regulating their own hours. In some mines this eight hours is reckoned from the time of entering the mine to the time of return to the surface, known among miners as a bank to bank day of eight hours. In others the eight hours is reckoned from the time of actually commencing work in digging coal or at such form of employment as they may be engaged in, and is exclusive of the time taken in entering the mines and getting to the place of actual work and returning from the same, which is known among miners generally as eight hours at the working face.

In other mines a half hour is taken in the middle of the day for eating dinner at a regular time, and the eight hours is calculated exclusive of this half hour. In some mines in the Edmonton and Taber districts an hour is taken in the middle of the day for dinner, these being generally speaking new mines where they have not gone to any special depth, and the men come to the outside to eat; and in one or two small mines the miners actually work nine hours per day. The other classes of labour inside the mine work from eight to ten hours per day. Outside employees generally work ten hours per day, and in some special cases they work eight or twelve.

The general bulk of the men engaged in the transportation of coal from the place where coal is cut to the outside of the mine work eight hours at the working face with an intermission at noon, but in some cases they work eight hours without an intermission for dinner, and in two or three mines the transportation men work only eight hours bank to bank. These hours are a matter of custom or agreement between the men and their employers.

The evidence given before your Commissioners by miners has been unanimously in favor of an eight hour bank to bank law for all persons engaged inside the mine, while the evidence given by operators, while generally favouring an eight hour bank to bank law for those persons engaged in the actual digging of coal, estimated to be from seventy-five to eighty per cent of those engaged in working inside the mines, has averaged from eight hours work at the face with a half hour intermission for dinner to ten hours work with one hour intermission for noon, and is applicable to the class of men generally known as transportation men, estimated from twenty to twenty-five per cent.

Your Commissioners regret they are unable to make a unanimous recommendation in regard to this matter.

(3) In regard to the sanitary conditions of the Alberta mines, your Commissioners find by the evidence that in all the larger mines the conditions are favourable to health so far as is consistent with the nature of the employment. In some of the smaller mines, which are ventilated by natural means, the air owing to the conditions of atmosphere outside varies considerably and is in some cases responsible for the temporary closing of those mines. In this respect your Commissioners recommend a closer inspection of some of the smaller mines with a view to the improvement of the conditions.

Your Commissioners also find bv the evidence that some of the mines are not conducting bath houses for the use of the men, and would recommend an amendment to the Coal Mines Act making the erection of bath houses at the mine compulsory.

Your Commissioners would recommend in reference to the employment of boys in the mines that the minimum age should be sixteen years. Their conclusions being based upon evidence given by a large number of miners and the opinions of physicians who have had much experience in connection with the health of miners.

(4) In regard to the precautions which should be taken to avoid accidents or injuries to persons employed in or around mines, your Commissioners would recommend that the Coal Mines Act should be so amended as to provide that all necessary timber required for the use of miners should be brought as near the working face as practicable, and in no case further away thant the nearest cross cut to the working face.

Your Commissioners would further recommend an amendment in regard to the distance between the first and second openings to the mine, which should not be less than one hundred feet.

Your Commissioners would further recommend that the Inspector upon each visit to the mine make a thorough inspection and post up immediately in a convenient place at the mouth of the mine a synopsis of his report, showing the places visited and the condition in which they were found, and that he insist upon the strict enforcement of the present provisions of the Coal Mines Act.

In regard to the advisability of issuing certificates to mines after examination, a large amount of evidence in the nature of opinions has been produced before your Commissioners, the miners being almost unanimously in favour of the system while the operators are just a unanimously opposed to it. No actual evidence has been produced to show whether accidents have been caused by the lack of such certificates, and therefore a majority of your Commissioners are not prepared to recommend legislation upon this subject.

(5) In regard to the compensation of persons injured in mines or the dependents or representatives of persons killed in mines, your Commissioners would report that the evidence taken demonstrates that the provisions of the present law, while they may be fair in theory, are in practice useless; that the expense necessary to conduct litigation under the present system of trial by jury and with the consequent appeals and long delays has in the past rendered it impossible in almost every case for any compensation to be recovered regardless of where the blame might rest and your Commissioners would therefore recommend that this class of cases be treated by a special compensation law, providing for the trial of accident or negligence cases by a specal commission, appointed in such a way as to your Government may seem fit, whose duty it shall be to hear and determine finally all such cases as may be brought to their attention without appeal.

(6) In regard to the question of scarcity in the coal supply during the last year, your Commissioners have so far as possible enquired into the circumstances and find a number of different causes which have affected the supply. The strikes occurring in Alberta and the neighbouring Province of British Columbia, cut off the supply of a large quantity of coal that would probably under other circumstances have been available for use in the Provinces of Alberta, Saskatchewan and Manitoba. The exceptional severity of the weather last winter was also responsible for a portion of the shortagee some of the mines having been compelled to close entirely for short periods and others could only operate with reduced tonnage and at a considerable extra expense, and also seriously interfered at times with the operations of the railways.

Your Commissioners also find that the lack of storage facilities at central points, not only increased the shortage of coal, but also militated against the profitable working of the mines in the summer and the earning of wages by the men regularly during the summer months.

Your Commissioners also find that the scarcity of mechanics and delays in getting material for the purpose of making needed improvements in connection with some of the larger mines was a serious factor in delaying development, and consequently prevented an increased supply of coal available for consumption.

Another reason given in partial explanation of the coal shortage was the fact that a large number of the miners, particularly in the prairie districts, have taken up homesteads and only work in the mines in the winter time.

Evidence was also given that a certain portion of the shortage from some mines was due to the habit of some miners taking religious and other holidays in addition to Sunday, and legal holidays.

Your Commissioners find in regard to a number of the newer mines, particularly in the Edmonton, Taber and Woodpecker districts, a serious complaint on the part of the mine owners in regard to lack of sidings for the economical loading and shipment of coal, many of these owners claiming that their capacity for profitable sale would be very largely increased if they had been able to have secured sidings promptly, thus accounting for a proportion at least of the shortage in the coal supply.

Your Commissioners find that in addition to these causes a very large proportion of the coal shortage during the past year has been due to the lack of cars furnished by the railways. This shortage in many mines has been not only a serious source of annoyance and danger to the consumers of coal, but a very heavy loss to the operators and the men engaged in mining, who in the larger mines have been kept idle for a period averaging at least two months of working days during the last year.

Your Commissioners find that although this state of affairs was a little more serious during the winter that at some mines it continued to almost an equal extent in the summer, and is due to lack of transportation facilities, both cars and power on the part of the railways, as well as terminal facilities, and to a certain extent in some mines to the lack of bunker capacity which would have enabled the operators to have kept their mines working until cars could have been supplied them.

Evidence has been given upon behalf of the railroad companies that lack of transportation facilities was due to their inability to purchase equipment, and that the lack of terminal facilities and the building of spurs was largely due to their inability to secure men and material to do necessary work.

The railway people also claim that a strict observance of the Lord's Day Act would seriously interfere with the supply of cars in future, and in that way would curtail a supply of coal unless provided with a large additional equipment.

Your Commissioners would strongly urge in regard to the storing of coal that your Government should make every effort to induce individuals and companies, who are able so to do, to keep a supply of coal on hand stored during the summer for winter use. This has apparently in the past been absolutely negleced even during last year by large and constant users of coal the railroads even not keeping any supply for more than four or five days use, thus in case of any shut-down of mines, arising from any cause, apparently compelling the use of the daily output of domestic coal, which should be for the use of ordinary consumers unable to store their coal.

In addition to what can be done in this way, your Commissioners would recommend legislation in regard to the erection and licensing of warehouses, which would enable agents and dealers to better finance the purchase and storage of coal during the slack season.

In regard to the lack of sidings, your Commissioners would recommend that your Government take steps to investigate the several cases mentioned in the evidence, and where sidings are practicable, assist in placing a proper entrance before the railway authorities or railway commission to secure the erection of same.

In regard to the question of car shortage, your Commissioners would recommend that your Government should take all possible steps towards compelling the furnishing of cars to shippers in Alberta, and would recommend such legislation as may be necessary to accomplish that end. Evidence has been given upon the question of what is generally known as reciprocal demurrage, and your Commissioners are of the opinion that unless prompt compliance with the requirements of the mines of Alberta is otherwise made by the railroads operating therein that some such system is an absolute necessity and that your Government should take whatever measures as may be deemed expedient to accomplish the requisite purpose.

(7) COMPANIES' STORES.—Evidence was produced before your Commissioners that at two mines there were strong suspicions on the part of the miners that stores were operated in the interests of the Company. This was denied by the managers of the Companies in question, and your Commissioners do not feel that such evidence was produced as would warrant interference.

(8) INCORPORATION OF UNIONS.—Evidence has been given both in favor of and against a law compelling the incorporation of unions. Upon this point we refer your Government to the evidence taken and express no opinion.

All of which is respectfully submitted,

Signed ARTHUR L. SIFTON
Chairman.
" LEWIS STOCKETT,
" WILLIAM HAYSOM,

LEGISLATION IN CANADA WITH REGARD TO MECHANICS AND WAGE EARNERS LIENS.*

THE legislation in force in the several provinces of the Dominion with regard to liens of mechanics and others for wages or material is as follows:—**

Nova Scotia.—Revised statutes, 1900, volume II, chapter 171: "Of liens of mechanics and others;" Nova Scotia Statutes, 1903-04, chapter 25: "An act to amend chapter 171 of the Revised Statutes of Nova Scotia, 1900, The Mechanics' Lien Act."

Prince Edward Island.—Statutes of Prince Edward Island, 1879, chapter 8, "The Mechanics' Lien Act;" Statutes of Prince Edward Island, 1882, chapter 11: "An Act to amend the Mechanics' Lien Act."

New Brunswick.—Consolidated Statutes of New Brunswick, 1903, chapter 147, "Respecting Mechanics' Liens."

Quebec.—Civil Code, Book 2, Title II, section 2, "Of the right of accession in relation to moveable property;" Book 3, Title XVII, "Of privileges and hypothecs." Revised Statutes of Quebec, 1888, Volume II, Part II, chapter 1, Section 14, article 5817, "Of payment of workmen;" Quebec statutes, 1894, chapter 46, "An act to amend the Civil Code with respect to privileges of builders, labourers, workmen and suppliers of material;" Quebec Statutes, 1895, chapter 42, "An act to amend the Civil Code, with respect to the privileges of architects, builders, labourers, workmen and suppliers of material."

Ontario.—Revised Statutes of Ontario, 1897, chapter 153, "An act respecting liens of mechanics, wage earners and others;" Statutes of Ontario, 1902, chapter 21, "An act to amend the Mechanics' and Wage Earners' Lien Act."

Manitoba.—Revised Statutes of Manitoba, 1902, chapter 110, "An act respecting liens of Mechanics, Wage Earners and others."

Saskatchewan.—Consolidated Ordinances of the North-West Territories of Canada, 1898, chapter 59, "An Ordinance respecting liens in favour of mechanics and others;" ordinances of the North-West Territories, 1903, chapter 18, "An ordinance to amend chapter 59 of the Consolidated Ordinances, 1898, intituled. An Ordinance respecting liens in favour of mechanics and others." Statutes of Saskatchewan, 1906, chap 26, "An act to amend the Mechanics' Lien Ordinance"

Alberta.—Statutes, 1906, chap. 21, "An act for the benefit of mechanics and labourers."

British Columbia.—Revised Statutes of British Columbia, 1897, Volume 2, chapter 132, "An act for the benefit of mechanics and labourers;" Statutes of British Columbia, 1900, chapter 20, "An Act to amend the Mechanics' Lien Act;" Statutes of British Columbia, 1903-4, chapter 35, "An act to amend the Mechanics' Lien Act."

Definition of Terms.†

"Contractor."—In Nova Scotia, Prince Edward Island, Manitoba, Saskatchewan, and Alberta, the term "contractor" is interpreted as meaning a person contracting with, or directly employed by, the owner or his agent for the doing of work or further furnishing or placing of materials or machinery. In New Brunswick, Ontario and British Columbia, the

* In an article published in the *Labour Gazette* for July and August, 1906, at pages 54 and 156, respectively, legislation defining the general relations of master and servant in Canada was dealt with. Special reference was made in the course of this article to the general terms of the law with regard to the obligations of employers in the matter of prompt payment of wages. In a subsequent article published in the October, 1906, issue, page 377, legislation of a special nature for the protection of workmen's wages was dealt with. The present article describes the extensive body of legislation granting to workmen engaged in certain classes of employment a specffic claim, in addition to the rights and privileges described in the previous articles, to the extent of the amount owing for services or material, upon the value of the property on which their labour or material has been expended.

(**) This statement does not include legislation relating to liens in favour of particular classes of employees, such as fishermen, woodmen, jewellers, threshers, etc., which will be dealt with subsequently in the *Labour Gazette.*

† See revised Statutes, N. S., Chap. 171, Sec. 2; P.E.I. Statutes, 1879, Chap. 8, Sec. 2; Revised Statutes, N. B., Chap. 110, Sec. 2; Revised Statutes, Ont., Chap. 153, Sec. 2; Revised Statutes, Man., Chap. 147, Sec. 2; Consolidated Ordinances, N. W. T., Chap. 59, Sec. 2; Alberta Statutes, 1906, Chap. 21, Sec. 2; Revised Statutes B. C., Chap. 32, Sec. 2; Statutes B. C., 1900, Chap. 20, Secs. 2, 3, 4, 5 and 6.

definition is identical with the above, except that no specific mention is made of machinery in connection with the furnishing of material.

"*Owner.*"—Under this term is included any person, firm, association, body corporate or politic, etc., having an interest in the land upon which the work or service for which a mechanic's lien is claimed, has been performed, or materials furnished or placed, and on whose behalf and interest the work is done. In New Brunswick and Ontario, municipal corporations are specifically included under the term; in the latter province, also, railway companies are specially mentioned.

"*Person.*"—The expression "person" is interpreted, in the case of Nova Scotia, New Brunswick and Ontario, as extending to and including a body corporate and politic, firm, partnership or association. In the statutes of the other provinces the term is not defined.

"*Material.*"—The term "material" or "materials," in Nova Scotia, New Brunswick, Ontario, Alberta and British Columbia, includes "every kind of moveable property."

"*Wages.*"—It is expressly stipulated in Nova Scotia, Ontario, Manitoba, Alberta and British Columbia, that this term shall mean money earned by a mechanic or labourer for work done, whether by the day or by piece work. Similarly, the term "labourers," "wage-earners," etc., includes all those working for wages by the day, hour, week, etc., or by piece work. In New Brunswick, however, it is stated that the term "wage earner" does not include labourers by the job. In Alberta and Saskatchewan, the term labourer includes "every mechanic, artisan, miner, builder, or other person doing labour for wages."

"*Registrar, registry office.*"—The term "registrar" is to be interpreted as meaning any Registrar of Deeds, in Nova Scotia. In Manitoba, the expression includes all district registrars, and the term "registry office" embraces Land Titles Offices in Ontario and Manitoba. In New Brunswick the term "registrar" means the Registrar of Deeds of the county where the lands affected by the lien are situated. The term is not elsewhere defined.

"*Judge.*"—The term "judge" means, in New Brunswick, a judge of the county court of the county in which the lands affected by the lien are situated, or, in case he is interested in the lien, or is related to any of the parties, a judge of a county court acting in his place. In Alberta, a judge only of the Supreme Court of the North-West Territories, or of any court that may thereafter be constituted, having the same powers within the province, is included in the term.

Origin and Nature of Mechanics' Liens.

Unless an express agreement has been signed to the contrary, every person who performs work, or places or furnishes material in connection with the construction or improvement of a property, has by virtue thereof a lien for the price of the work or material upon the property in question, and upon the lands which appertain to it. In general, the lien is limited in amount to the sum justly due to the labourer or supplier of material, and justly owing by the owner of the property. The provisions setting forth this right are practically identical in the several provinces, with the exception of Quebec, the only difference in detail being in the enumeration of the different classes of construction on which liens may be levied (2).

In *Quebec*, labourers, workmen, suppliers of materials and builders have a right of preference over vendors and other creditors, upon an immoveable in connection with which they have rendered service, to the amount of the increased value given by the work done or the materials furnished. The privileges of

(2) R. S. N. S., Chap. 171. Sec. 3; P. E. I., 1879, Chap. 8, Sec. 3; R. S. N. B., Chap. 110, Sec. 4; R.S.O., 1897, Chap. 153, Sec. 4; R. S. M., 1902. Chap. 110, Sec. 4; C. O. N. W. T., 1898, Chap. 59, Sec. 4; A. S., 1906, Chap. 21, Sec. 4. and R. S. B. C., 1900, Chap. 20, Sec. 7. The enumeration in the Ontario statute is as follows—"The making, constructing, erecting, fitting, altering, improving or repairing of any erection, building, railway, land, wharf pier, bulkhead, bridge, trestle-work, vault, mine, well excavation or fence, sidewalk, paving, fountain, fish-pond, drain, sewer, aqueduct, roadbed, way, fruit and ornamental trees, or the appurtenances to any of them.

the labourer, workman, architect and builder in this connection rank in the following order: First, labourer; second, workman; third, architect; fourth, builder ([3]).

In *British Columbia* and *Alberta*, it is added to the above that mechanics' liens affect only such interest in the land involved as is vested in the owner at the time that the work or improvements are commenced, or any greater interest that the owner may secure during the progress of the work or improvements ([4]). In the same province, material brought upon any land to be used for the purpose of improving it is subject to a lien for the unpaid price of it in favour of the person supplying it, until such time as it is worked into the building or other erection as a part of the same ([5]).

The Mechanics' Lien Act in *British Columbia* is made *retroactive* to the extent of including any contract made or begun previous to its passage in 1891, in so far as regards any moneys remaining unpaid ([6]). In *Ontario*, the act at the time of its consolidation was limited so as not to apply to liens arising prior to April 7, 1896 ([7]). Proceedings commenced under the act of 1879 in *Prince Edward Island*, and subsequently abandoned, were allowed under the amendments to the act passed in 1882 to be renewed without losing priority ([8]) .In *New Brunswick*, the act was framed so as not to apply to claims arising prior to August 1, 1894 ([9]).

In *Nova Scotia* and *Manitoba*, the commencement of a mechanic's lien, due formalities with regard to registration having been carried out, takes effect from the date of the commencement of the work, or the placing of the material, as against subsequent purchasers, mortgagees, etc. ([10])

([3]) Quebec, Stat. 1895, Chap. 42, Sec. 2; Civil Code, art. 2013.

([4]) B. C., stat. 1900, Chap. 20, Sec. 7; Alta. Stat. 1906, Chap. 21, Sec. 4.

([5]) B. C., stat. 1900, Chap. 20, Sec. 9; Alta. Stat. 1906, Chap. 21, Sec. 5.

([6]) R. S. B. C., 1897, chap. 132, Sec. 3.

([7]) R. S. O., 1897, Chap. 153, Sec. 50.

([8]) R. S. P. E. I., 1882, Chap. 11, Sec. 10.

([9]) R. S. N. B., 1903, Chap. 147, Sec. 76.

([10]) R. S. N. S., 1900, Chap. 171, Sec. 3, Sub-sec, 2; R. S. M., 1902, Chap. 110, Sec. 4.

Waiving of Mechanics' Lien Acts,

Special sections are inserted in the *Nova Scotia*, *New Brunswick*, *Ontario*, *Manitoba*, *Saskatchewan* and *Alberta* statutes to the effect that a person entitled to a mechanics' lien cannot be deprived, by any agreement or contract to which he is not a party, of the benefit of the lien. ([11]) In *Ontario*, moreover, an express provision makes any contract waiving the application of the act, null and void, except in the case of a foreman, manager, officer, or other person whose wages are more than $3.00 per day. ([12]) In *Prince Edward Island*, an owner and contractor may by express agreement waive the application of the act. ([13]) In *Alberta*, certain defined proceedings, including the taking of security for a lien, is not to be deemed satisfaction or waiver of the lien, unless the lien holder agrees in writing. ([14])

Attachment of Mechanics' Liens.

Mechanics' liens attach directly upon the estate or interest of the owner in the land, building, improvement or other work in connection with which the labour has been performed or the materials furnished. In cases where the interest charged by the lien is *leasehold*, the fee simple may also, with the consent of the owner, be subject to the lien, provided that the consent of the owner is justified by his signature upon the statement of claim at the time of registration and duly verified. The provisions to the above general effect are identical in *Nova Scotia*, *Prince Edward Island*, *Ontario*, *Manitoba and Saskatchewan*; ([15]) in *New Brunswick*, *Alberta* and *British Columbia*, the provision with regard to liens on leasehold property is omitted.([16])

Attachment in *Quebec* is on the im-

([11]) R. S. N. S., 1900, Chap. 171, Sec. 40; R. S. N. B., 1903, Chap. 147, Sec. 3; R. S. O., 1897, Chap. 153, Sec. 6; R. S. M., 1902, Chap. 110, Sec. 3; C. O. N. W. T., 1898, Chap. 59, Sec. 3; A. S., 1906, Chap. 21, Sec. 6.

([12]) R. S. O., 1897, Chap. 153, Sec. 3.

([13]) R. S. P. E. I., 1879, Chap. 8, Sec. 27.

([14]) A. S., 1906, Chap. 21, Sec 7.

([15]) R. S. N. S., Chap. 171, Sec. 4; P. E. I., Stat. 1879, Chap. 8, Sec. 6; R. S. ont., Chap. 153, Sec. 7; C. O. N. W. T., Chap. 59, Sec. 5; R. S. Man., Chap. 110, Sec. 5.

([16]) R. S. N. B., Chap. 147, Sec, 5; R. S. B. C. Chap. 132, Sec. 4.

moveable for the additional value given by the work done. In the event of the owner of the immoveable erecting the building himself, without the intermediary of a contractor, suppliers of material may have recourse for payment to any person who may have lent money to the person building. ([17])

In *Ontario, Manitoba, Saskatchewan, Alberta* and *British Columbia,* a special provision is inserted to include cases in which works or improvements are carried out upon *mortgaged* premises, in which cases the mechanics' lien is entitled to rank upon the increased value added by the work or material furnished, in priority to the mortgage or any other charge, though the latter has by implication priority up to the extent of the actual value of the land at the time the improvements were commenced. ([18]) In *Prince Edward Island,* also, mortgages contracted before the work have a prior claim to mechanics' liens. ([19]) In *New Brunswick,* as in *Quebec,* mechanics' liens have priority of claim to advances made under mortgages during the progress of the work and over the purchaser or mortgager of an unfinished building. ([20])

In *Ontario,* where work is performed or materials furnished in respect of the lands of a *married woman,* with the consent of her husband, he is to be presumed to be acting for himself as well as for his wife for the purposes of the act. ([21]) In *New Brunswick* and *Saskatchewan* and *Alberta,* liens for wages in connection with buildings, etc., erected on property belonging to the wife of the person at whose instance the work is done, are attachable upon the interest of the wife in such property, as well as upon that of her husband. ([22])

In *British Columbia* and *Alberta,* the owner of the land is deemed to have authorized the erection of any buildings that are constructed thereon unless he has posted a notice within three days after obtaining knowledge of the work in some conspicuous place on the land where the improvements are being carried on, stating that he will not be responsible for the same. If the notice is posted after three days, the owner's immunity from claims for liens dates from the time of posting the notice. ([23])

In *Nova Scotia Ontario, Manitoba, Alberta* and *British Columbia,* where property upon which a mechanics' lien is given is wholly or partially destroyed by fire, any money received by reason of insurance thereon by an owner or mortgagee is to take the place of the property destroyed, and be subject to the claims for liens to the same extent as if the money had been realized by the sale of the property in an action to enforce a lien. ([24])

In *Prince Edward Island, New Brunswick* and *Saskatchewan,* persons furnishing material to or doing labour for the holder of a mechanics' lien, are entitled, after giving 30 days' notice to the owner, to a charge pro rata upon any amount payable by the owner under the lien. ([25])

In *New Brunswick,* mechanics' liens cannot be impaired by any garnishment, execution, etc., subsequent to the contract ([26]), and wage-earners are entitled to enforce a lien on an unfinished building to the same extent as if the building were finished. ([27])

In *Ontario,* mechanics' liens attach to the property of railway companies only in so far as the Legislature for the Province has authority or jurisdiction in regard thereto. ([28])

Amount of Mechanics' Liens.

With regard to the maximum amount for which a mechanics' lien may be

([17]) Que. Stat. 1895, Chap. 42, Sec. 2.

([18]) R. S. Ont., Chap. 153, Sec. 7; R. S. Man., Chap. 147, Sec. 5; C. O. N. W. T., Chap. 59, Sec. 5; A. S., 1906, Chap. 21, Sec. 9. R. S. B.C., Chap. 132, Sec. 6; B.C., Stat. 1900, Chap. 20, Sec. 8.

([19]) P. E. I., Stat. 1879, Chap. 8, Sec. 7.

([20]) C. S. N. B., Chap. 147, Secs. 33-36.

([21]) R. S. O.., 1897, Chap. 153, Sec. 5.

([22]) R. S. N. B. 1903, Chap.143, Sec. 6. C. O. N. W. T., 1898, Chap. 147, Sec. 6. A. S. 1906, Chap. 21, Sec. 10.

([23]) R. S. B. C., 1897, Chap. 132, Sec. 7. R. S. B. C., 1900, Chap. 20, Sec. 10. A.S., 1906, chap. 21, sec. 11.

([24]) R. S. N. S. Chap. 171, Sec. 5; R. S. Man., Chap. 110, Sec. 6; R. S. Ont., Chap. 153, Sec. 8; A. S., 1906, Chap. 21, Sec. 12; B. C., Stat. 1900, Chap. 20, Sec. 11.

([25]) P. E. I., Stat. 1879, Chap. 8, Sec. 8; C. S. N. B., Chap. 14r, Sec. 11; C. O. N. W. T., Chap. 59, Sec. 11.

([26]) C. S. N. B., Chap. 147, Sec. 31.

([27]) C. S. N. B., Chap. 147, Sec. 32.

([28]) R. S. O., 1897, Chap. 153, Sec. 52.

claimed, this, as above implied, is commensurate in general with the sum justly owing to the wage earner or person furnishing the materials.

In *Nova Scotia, New Brunswick, Prince Edward Island, Ontario, Manitoba* and *Saskatchewan*, a mechanics' lien must not, in the absence of express provision to the contrary, attach so as to make the owner liable for a greater sum than that owing by him to the contractor. ([29]) In the same provinces also, in cases where liens are claimed by persons other than the contractor, the amount must be limited to the sum owing to the contractor or sub-contractor by whom the work has been done or the material furnished. ([30])

In *Alberta*, the amount of the lien is limited to the sum actually owing to the person entitled thereto, ([31]) but mechanics employed on repairs or in installing machinery has a lien to the extent of six weeks' wages upon the owner. ([32])

In *New Brunswick* and *Saskatchewan*, a mechanic's lien must not be for a greater sum than his wages for thirty days' work, or a balance equal to his wages for thirty days. ([33])

The *British Columbia* Act, in specifying that a mechanic's lien must not make the owner liable for a greater sum than that which is payable by him to the contractor, makes an exception in the case of liens for not more than six weeks wages. ([34]) Liens in general are limited to the sum actually owing to the lien holder. ([35])

In *Quebec*, a privileged claim for wages is limited to the amount established as being the additional value given to the property by the work done. ([36])

Manitoba and *British Columbia* are the only provinces in which a minimum amount is fixed under which no lien for wages is allowed. The sum named in each province is $20. ([37])

Protection of Owners.

In the Provinces of *Ontario* and *Manitoba*, the person primarily liable upon any contract under which a mechanics' lien may arise, is allowed to deduct from his payments to the contractor a sum equal to 20 per cent of the value of the work performed or material furnished, and to retain this sum for a period of 30 days after the completion or abandonment of the contract. Where a contract exceeds $15,000 the amount which he may thus retain is limited to 15 instead of 20 per cent, and mechanics' liens are to be a charge upon the amounts retained in favour of sub-contractors whose liens are derived under persons to whom the retained moneys are respectively payable. Payments up to 80 per cent (or 85 per cent where the contract price exceeds $15,000) of the value of the contract made in good faith by any owner to a contractor or by a contractor to a sub-contractor, or by one sub contractor to another sub-contractor before any written notice of a mechanics' lien is given, operate as a discharge *pro-tanto* of the lien. Payment of the percentage which is required to be retained as above, may be made so as to discharge all liens after the expiration of the period of 30 days mentioned, unless proceedings have been commenced in the meantime to enforce the liens against the percentage mentioned ([38]).

In *Nova Scotia* a similar provision to the above is in force, except that the amount which may be retained by the owner is in no case to exceed 15 per cent of the value of the work or material; similarly, payments up to 85 per cent of the value of the contract, made in good faith by the owner before notice of the lien has been given, are to operate as a discharge *pro-tanto* of the lien. ([39])

([29]) R. S. N. S., 1900, Chap. 171, Sec. 6; C. S. N. B., 1903, Chap. 147, Sec. 10; P. E. I., Stat. 1879, Chap. 8, Sec. 6; R. S. Ont., 1897, Chap. 153, Sec. 9; R. S. Man., 1902, Chap. 110, Sec. 7; C. S. N. W. T., 1898, Chap. 59, Sec. 10.

([30]) R. S. N. S., 1900, Chap. 171. Sec. 7; C. S. N. B., 1903, Chap. 147, Sec. 8; R. S. Ont., 1897, Chap. 153, Sec. 10; R. S. Man., 1902, Chap. 110, Sec. 8; C. O. N. W. T., 1898, Chap. 59, Sec 8.

([31]) A. S., 1906, Chap. 21, Sec. 8.

([32]) A. S., 1906, Chap. 21, Sec. 10; See also Sec. 32.

([33]) C. S. N. B., 1903, Chap. 147, Sec. 6; C. O. N. W. T., 1898, Chap. 59, Sec. 6.

([34]) B. C. Stat., 1900, Chap. 20, Sec. 16.

([35]) R. S. B. C., 1897, Chap. 132, Sec. 5.

([36]) Que. Stat. 1895, Chap. 42, Sec. 2;

([37]) R. S. Man., 1902, Chap. 110, Sec. 4; B. C., Stat. 1900, Chap. 20. Sec. 21.

([38]) Ont, Chap. 153. Sec. 11; Man. Chap. 110, Sec. 9.

([39]) R. S. N. S., Chap. 171, Sec. 8.

In *Prince Edward Island*, all payments up to 90 per cent of the price to be paid for the work or material made in good faith by the owner, operate as a discharge *pro-tanto* of a mechanics' lien, provided the payment has not been made for the purpose of defeating or impairing a claim for a lien. The lien is also operate as a discharge to the extent of 10 per cent of the price to be thus paid by the owner up to ten days after the completion of the work, but not for a longer period unless notice in writing has been given ([40]).

In *New Brunswick* an owner, in the absence of any stipulation to the contrary, is allowed to retain for 30 days after the completion of the contract, 15 per cent of the price to be paid to the contractor when such price does not exceed $1,000; 1½ per cent when the price is more than $1,000 but does not exceed $5,000; and 10 per cent in all other cases. The *pro tanto* discharge allowed embraces all payments up to 90 per cent made by the owner in good faith prior to notice of a lien being given. As in Prince Edward Island, a mechanic's lien operates as a charge to the extent of 10 per cent of the price of the work or material up to ten days aftes the completion of the work or the furnishing oft he material. In cases however, where the contract price is less than $1,000 the *pro-tanto* discharge is allowed for only 85 per cent of the amount and the lien operates as a charge to the extent of 15 per cent, and in cases where the total price exceeds $1,000, but is less than $5,000 the *pro-tanto* discharge is allowed for 87½ per cent and the lien operates to the extent of 12½ per cent ([41]). In addition to this section the *New Brunswick* act provides that before a contractor is entitled to receive payment he must leave a statutory declaration with the owner stating that all persons employed on the work have been paid in full up to the 14th day preceding payment by the owner. If any wages are admitted to be unpaid the amount may be deducted by the owner. If this declaration is not required by the owner he is liable for the wages. Otherwise, and if no notice has been received by him of wages remaining unpaid, the declaration is regarded as conclusive evidence in favour of the owner.

In *Quebec*, proprietors of immoveables have the right to retain out of the contract price an amount equal to that mentioned in any notice of claims he may have received from workmen and suppliers of material, in order to meet these claims. In case there is a difference of opinion between the debtor and creditor as to the amount, the creditor must inform the owner of the fact without delay and in writing, mentioning the amount claimed and by whom, and the nature of the claim. The owner there upon retains the amount in dispute until a settlement is reached.([42])

In *Saskatchewan*, owners may retain 10 per cent of the contract price for thirty days after the completion of the work. All payments up to 90 per cent of the value of the work made in good faith by owners without notice of liens, operate as a discharge *pro tanto* of the liens. It is further provided that mechanics' liens are to operate as a charge to the extent of 10 per cent up to ten days after the completion thereof. without notice ([43]).

In *Nova Scotia, New Brunswick, Ontario* and *Manitoba*, sections are added to the above for the further protection of owners, providing that in case an owner chooses to make payments to persons entitled to a mechanic's lien on his property for any debt justly due to them in connection with the work, he must give notice within three days to the contractor or sub-contractor and the payment is thereupon regarded as made to the *contractor* or *sub-contractor*, though not so as to affect the percentage to be retained by the owner as above described ([44]).

In *New Brunswick, Prince Edward Island and Saskatchewan*, where an owner pays out money to persons who have furnished material or labour to lien

([40]) P. E. I, 1879, Chap. 8, Secs. 11 and 12.

([41]) C.S.N.B., Chap. 147, Secs. 7, 7 and 32.

([42]) Quebec, Stat. 1895, Chap. 42, Sec. 2.

([43]) C. O. N. W. T., Chap. 59, Sec. 9.

(44) R. S. N. S., Chap. 171, Sec. 9; C. S. N. B., Chap 17,4 Sec.29- R. S. Ont., Chap. 153, Sec. 12; R. S. Man Chap. 110, Sec. 10.

holders and who have therefore a charge in the amount owing to the lienholder, he is considered to have discharged his debt to the lienholder *pro tanto*. ([45])

Priority of Mechanics' Liens.

A feature which is of first importance in connection with the character of a mechanic's lien for wages is the priority of the claim it establishes over all other assignments, attachments, garnishments &c., applying to the property affected. In *Nova Scotia, Ontario,* and *Manitoba,* the provisions of the statutes on this point are practically identical. Mechanics' liens, it is stipulated, have priority over all judgments, executions, assignments, attachments, garnishments, and receiving orders, recovered, issued or made after the lien arises, and over all payments or advances made on account of any conveyance or mortage, after written notice of the lien has been given to the person making the payments, or after registration of the lien ([46]). In *Quebec,* also, the sale of an immoveable does not affect the claim of persons having a privilege of this kind. ([47]) and where an agreement for the purchase of the land exists, but no money has been paid over or conveyance made, the purchaser is deemed a mortgagor and the seller a mortgagee ([48]). Holders of mechanics' liens rank equally in their claims if of the same class, and the proceeds of any sale is to be divided *pro-rata*. ([49]).

In the case of mechanics and labourers in the above Provinces whose lien is for work done for wages, express right is priority of claim is granted to the extent of thirty days' wages over all liens derived through the same contractor or sub-contractor on any amount retained by the owner, as described above, out of the contract price. It is further stipulated that all mechanics and labourers are to rank *pari-passu* on this account, and that wage earners are entitled to enforce a lien in respect of a contract not completely fulfilled. In such cases, the percentages to be retained by the owner are to be calculated on the work done or material furnished by the contractor or sub-contractor by which the wage earners claiming the lien are employed. Moreover, where a contractor or sub-contractor fails to complete his contract, the percentage which is required to be retained by the owner, must not be applied to the completion of the contract, nor to the payment of damages for non-completion of the contract, nor in satisfaction of any other claims against the contractor in any way that would injure the interests of the persons claiming the lien.

In *Nova Scotia, Ontario, Manitoba, Alberta* and *British Columbia,* an express provision is inserted in this connection, declaring that any device adopted by the owner or contractor to defeat the priority of right given to wage earners for their wages is to be null and void ([50]). A similar provision in *New Brunswick* relates to the general subject of mechanics' liens and not simply to their priority ([51]).

In *New Brunswick,* a mechanic's lien for wages for thirty days or for a balance equal to thirty days, is given priority over others liens to the extent of 10 per cent (or 12½ or 15 per cent, according to the amount of the contract) of the contract price, and over all claims by the owner against the contractor for failure to complete the contract. ([52]).

In *Quebec,* the right of preference granted to workmen over vendors and other creditors on immoveables is ranked as follows:—First, the labourer; second, the workman; third, the architect; and fourth, the builder. The right of preference is limited to the additional value

([45]) C. S. N. B., Chap. 147, Secs. 11 & 13; C. O. N. T., Chap. 59, Sec. 11; P. E. I., 1879, Chap. Secs. 8-10.

([46]) R. S. N. S., 1900, Chap. 171, Sec. 10, Sub-sec. 1; S. O., 1897, Chap. 153, Sec. 14, Sub-sec. 1; R. S. M., 1902, Chap. 110, Sec, 11.

([47]) Civil Code, 2013-f.

([48]) R. S. N. S., 1900, Chap. 171, Sec. 10 Sub-sec. 2; S. O., 1897, Chap. 153, Sec. 14, Sub-sec. 2; R. S. M., 1902, Chap. 110, Sec. 11, (a).

([49]) R. S. N. S., 1900, Chap. 171, Sec. 10, Sub-sec. 3; S. O., 1897, Chap. 153, Sec. 14, Sub-sec. 3; R. S. M., 1902, Chap. 110, Sec. 11, Sub-sec. (b). P. E. I. S., 1879, Chap. 8, Sec. 18.

([50]) R. S. B. C., 1900, Chap. 132, Sec. 22; R. S. N. S., 1900, Chap. 171, Sec. 11; R. S. O., 1897, Chap. 153, Secs. 14 and 15; R. S. M., 1902, Chap. 110, Sec. 12; A. S., 1906, Chap. 21, Sec. 31.

([51]) R. S. N. B., Chap. 147, Sec. 6. Sub-sec. 3.

([52]) R. S. N. B., Chap. 147, Sec. 9, Sub-secs. 3 & 4.

given to the immoveable by the work done, and dates from the registration of the claim. (53)

In *Saskatchewan*, a lien for wages of thirty days or a balnce equal to thirty days, has priority to the extent of the 10 per cent of the contract price, which may be retained by the owner, over all other liens under the ordinance and over any claims by the owner against the contractor for failure to complete his contract (54).

In *Alberta* and *British Columbia*, all moneys realized by proceedings under the Act, are to be distributed in the following order:—(1), law and judgment costs; (2), all wages owing for a period not to exceed six weeks to labourers employed by the owner, contractor or sub-contractor; (3), the several amounts owing for material; (4), the amounts owing sub-contractor and other persons employed by the owner and contractor; (5), the amounts owing the contractor. Each class of lien holders is to rank *pari-passu*, and the distribution of moneys is to be *pro-rata*, according to the several classes or rights of the lien holders, any balance that may remain after settlement of all claims to be payable to the owner, though, if a labourer has more than six weeks wages owing to him by a contractor or sub-contractor the court must deduct the extra sum from the money coming to the contractor or sub-contractor in question, under the above distribution, and order it to be paid to the labourer. (55)

Additional Security for Mechanics' Liens.

In *Nova Scotia* it is provided that during the continuance of a mechanic's lien no portion of any material or machinery affected thereby may be removed to the prejudice of the lien, and due provisions are added as to the proper steps to be taken in case such removal is attempted (56). It is provided, however, that where materials are brought upon any land to be used in connection therewith, they may be subject to a lien to the person supplying them until put in the building, erection or work (57)). Provisions substantially identical to these are included in the *Manitoba* Act (58). In *New Brunswick*, the removal of any machinery or property lien is also forbidden, but no clause is added with regard to the attachibility of materials prior to their use in connection with the building (59).

In *Prince Edward Island* and *Alberta*, in addition to a clause forbidding the removal of materials to the prejudice of a mechanics' lien, it is provided that in cases where materials have been supplied by mechanics, contractors or other persons, they are not to be subject to execution or other process to enforce a debt other than for the purchase thereof, whether the materials have or have not been, in whole or part, worked into the building (60). In *Ontario*, the removal of material is forbidden, and any material brought upon the land is not to be subject to execution or other process to enforce a debt due by the persons furnishing the same, other than for the purchase thereof (61). In *Saskatchewan* and *British Columbia* it is simply provided that materials affected by a mechanic's lien must not be removed (62).

In *Saskatchewan, Alberta and British Columbia* additional security to the wage earner is provided by a section requiring that contractors and sub-contractors on contracts exceeding $500 in value shall not be entitled to demand payment unless receipted pay rolls have been posted on the works according to a specified procedure and the original complete and receipted pay rolls have been delivered to the person for whom the work of the contract is being performed. If an owner makes payment to a con-

(53) S. Que., 1895, Chap. 42, Secs. 2 & 3.

(54) Consolidated ordinances, N. W. T., Chap. 59, Sec. 9, Sub-sec. 3.

(55) B. C., Statutes, 1900, Chap. 20, Sec. 17; A. S., 1906, Chap. 21, Sec. 30.

(56) R. S. N., S., Chap. 171, Sec. 12.

(57) R. S. N., S., Chap. 171, Sec. 13.

(58) R. S. N., S., Chap. 110, Sec. 13.

(59) R. S. N., S., Chap. 147, Sec. 11.

(60) R. S., P. E. I., Chap. 8, Secs. 23, and 26; A. S., 1906, Chap. 21, Sec. 33.

(61) R. S. O., 1897, Chap. 153, Sec. 16.

(62) C. O. N. W. T., Chap. 59, Sec. 15; R. S. B. C., 1897, Chap. 132, Sec. 12.

ractor without demanding the delivery of the pay roll in this manner the property is still liable to a lien for any wages that may be due. Moreover, no assignment by the contractor of moneys due to him on account of his contract are valid against a mechanic's lien, but the contract price is payable in money in full and must not be dismissed by any off-set or counter claim in favour of the owner. ([63]).

Information at Disposal of Lien Holders.

In *Nova Scotia, Ontario* and *Manitoba*, lien holders are given the right to certain information with regard to the contracts in connection with which their claims have arisen. They may at any time demand to know the terms of the contracts in connection with which their work was performed, or materials furnished, and if the owner does not within a reasonable time supply the information in question, including a statement of the amounts due and unpaid on the contract, or if he intentionally misleads the lien holder in these particulars so that loss is sustained, he is expressly held liable for the loss ([64]). Moreover, the court or officer having power to try an action for the recovery of a mechanic's lien, may if so requested at any time before or after the action is instituted make an order for the owner to produce his contract for the inspection of the lienholder, any costs incurred in this connection to be defrayed as the court decides ([65]).

(To be Continued)

([63]) R. S., B. C., 1897, Chap. 132, Sec. 13; N. W. T. O., 1903, Chap. 17, Sec. 2.

([64]) R. S. N. S., 1900, Chap. 171, Sec. 26; R. S. O., 1897, Chap. 153, Sec. 29; R. S. M., 1902, Chap. 110, Sec. 25.

([65]) R. S. N. S., 1900., Chap. 171, Sec. 27; R. S. O., 1897, Chap. 153, Sec. 30; R. S. M., 1902, Chap, 110, Sec. 26.

FAIR WAGES ON PUBLIC WORKS.

A very important provision was enacted during August, by order-in-council of the Dominion government, with the object of furthering more effectively the purpose of the Fair Wages Resolution adopted by the House of Commons in March, 1900 (*). It will be remembered that the Resolution, as passed, called for the payment of current wages to all competent workmen engaged in connection with contracts awarded by the Government of Canada, or on work aided by grant of Dominion public funds. For the enforcement of the Resolution, two officers of the Department of Labour, Canada, have been continuously employed, since 1900, in the preparation of schedules of fair wages for insertion in Government contracts, and in the investigation of cases in which, according to representations received at the Department, the terms of the schedules as prepared have been departed from. The various schedules as inserted in the contracts have been published in the *Labour Gazette* at such time as the contracts were signed.

In connection with the carrying out of the resolution, it became apparent that additional force would be given thereto if the terms of the schedule were brought to the immediate attention of the workmen affected. This, it was thought, would be secured if the schedules prepared by the Department's officers were posted by the contractor in a conspicuous place on the works under construction. In connection also with the investigation of complaints under the resolution, experience proved that the work would be facilitated if contractors were required to keep a record of all payments made to workmen in their employ, the books or documents containing such record to be open for inspection by the Fair Wages Officers of the Department at such time as might be considered expedient by the Minister of Labour. Both of these suggestions have been embodied in the order-in-council passed during August.

The Order-in-Council is based on the

(*) A special article dealing with the adoption of this resolution on the motion of the Hon. Sir William Mulock, and with the appointment of the first Fair Wages Officer, was published in the *Labour Gazette* for September, 1900, (Vol. 1, No. 1), pages 15–27. See also the *Labour Gazette* for November, 1903, page 410.

following recommendations contained in the last annual report to Parliament of the Deputy Minister of Labour :—

"The fair wages officers of the department are very strongly of the opinion that the following recommendations made in previous reports of the department, if carried out, would render almost impossible any evading of the terms of their contracts by contractors who receive government contracts, and it is respectfully submitted that these recommendations are in the public interest, and would greatly further the purposes of the fair wages resolution of the House of Commons.

A clause to be inserted compelling contractors to post in a conspicuous place on the public works under construction the terms and conditions in their contracts framed for the protection of those in their employ.

A clause to be inserted obliging contractors to keep a record in books to be kept for the purpose, of payments made to workmen in their employ, such books to be open for inspection by the fair wages officers of the government at any time that it may seem expedient to any minister of the government, and in particular the Minister of Labour, to have the same inspected."

The full text of the order-in-council i as follows:—

AT THE GOVERNMENT HOUSE AT OTTAWA
The 30th Day of August, 1907.

PRESENT.

HIS EXCELLENCY THE GOVERNOR GENERA IN COUNCIL:

The Governor General in Council to more effectivel further the purpose of the Fair Wages Resolution of th House of Commons, of Canada, of March, 1900, whic reads as follows:

"That it be resolved that all Government contrac should contain such conditions as will prevent abuse which may arise from the sub-letting of such contract and that every effort should be made to secure the pa ment of such wages as are generally accepted as curre in each trade for competent workmen in the distri where the work is carried out, and this House cordial concurs in such policy, and deems it the duty of th Government to take immediate steps to give effe thereto."

It is hereby declared that the work to which the for going policy shall apply includes not only work unde taken by the Government itself, but also all works aid by grant of Dominion Public Funds", is pleased to Ord and it is hereby ordered that hereafter all Governme contracts to which the said Resolution applies sh contain the following clauses.

1. Contractors shall post in a conspicuous place the public works under construction, the Schedule wages inserted in their contracts for the protection of t workmen employed.

2. Contractors shall keep a record of payments ma to workmen in their employ, the books or documer containing such record shall be open for inspection the Fair Wages Officers of the Government, at any ti it may be expedient to the Minister of Labour to have t same inspected.

(Signed.) RODOLPHE BOUDREAU,
Clerk of the Privy Council

UNION OF CANADIAN MUNICIPALITIES—SEVENTH ANNUAL CONVENTION.

THE seventh annual convention of the Union of Canadian Municipalities was held at Fort William and Port Arthur, Ont., August 12—16, 1907. The chair was occupied by the president Mayor Coatsworth of Toronto, Ont., and there was a large attendance of delegates. In the annual address of the president, the formation of a federal body consisting of representatives chosen by the provincial bodies as a whole for the purpose of directing legislation before the House of Commons was advocated, a similar duty with regard to the provincial legislatures to be assumed by the provincial unions. The report of the secretary treasurer showed that the union was growing in strenght. A number of reports and papers were read, among the fo mer being reports from several of th provincial unions. In the latter a nur ber of interesting municipal problem especially those connected with mur cipal ownership, were discussed. Th following were among the more importa resolutions which were passed:—

The right to lay underground wires when desired a thing that the union will seek legislation for at next session of parliament.

Provincial regulations for the control of insura rates will also be asked for. The following resoluti arising out of an address on public ownership by C troller Ward of Toronto, were all carried:

"That in the opinion of this convention, as pu utilities are now so constituted that it is impossible them to be operated by convention, they should be c trolled and regulated by the government; they should operated by the public and should not in any event left to go as they pleased."

Further resolved:—

"That the municipal ownership should not be extended to revenue producing industries which do not involve public health, public safety, public transportation or permanent occupation of public streets, and grounds, and that municipal ownership should not be taken solely for profit"

It was resolved:—

"That in the opinion of the convention all further grants to private companies for construction and operation of public utilities should be determinable at fixed periods and that meanwhile at certain stated times during such periods cities should have the right to purchase the property for operation, lease or sale paying its fair value."

"That in future provision be made for a competent public authority with power to require from all public utilities a uniform system of records and accounts giving all financial details and all information concerning the quality of service and cost thereof, such details to be published and distributed as official reports."

"Resolved, that in the opinion of the convention no stocks or bonds of public utilities should be issued without the approval of some competent authority thus setting the capitalization by municipal investigation."

Resolved:—

"That a standard rate of dividend should be fixed which may be increased only upon the price of the commodity sold or the rate of transportation is reduced and that where the management of public utilities is left with private companies they should retain in all cases an interest in the growth and progress either by securing a share of the profits or a reduction of the charges the latter being preferable as it inures to the benefit of those who use the utilities."

"That in the opinion of this convention, where the operation of public utilities is by the municipality there should be a complete separation of the finances of the undertaking from those of the rest of the city and bonds issued for such utilities should be the first charge upon the property and revenues of such undertaking."

R. T. MacIlreith, Esq., mayor of Halifax, N.S., was elected president for the ensuing year. The next meeting will be held at Medicine Hat, Alta.

THE QUEBEC BRIDGE DISASTER.

ON the evening of August 29, an appalling disaster occurred at the steel cantilever bridge in course of erection across the St. Lawrence river, about eight miles above the city of Quebec. The disaster was caused by the collapse of the steel superstructure of the southern cantilever and anchor arms of the bridge, and involved the loss of over sixty lives and the serious injury of eleven other persons, nearly all being workmen employed on the bridge. The property loss was at first estimated to be in the neighbourhood of $1,500,000, but later calculations would indicate a reduction in this amount. The magnitude of the loss, both in human lives and property, as well as the importance of the undertaking to the industrial development of the country, have given to the disaster the aspect of a national calamity.

Few details of an authoritative character concerning the accident were obtainable up to the close of the month. Over eighty men were at work on the bridge when the collapse took place, and as the accident occurred without warning, the majority of those were either crushed by the falling material or drowned in the waters over 150 feet below. Some forty of the employees were Indians from Caughnawaga, Que., while several of the killed were from Phoenixville, Pa., the headquarters of the company having the contract for the superstructure of the bridge. The resident engineer and foreman of the company were among those killed. The delay which will occur in the completion of the bridge will be severely felt by the transportation interests of the country, it having been expected that the bridge would be open for traffic in about two years' time. It is now estimated that four years will be required to complete the bridge. No interruption to navigation was caused by the accident. It was announced by the Rt. Hon. the Prime Minister that the bridge would be rebuilt.

The Quebec Bridge Company.

The bridge has been in process of construction since 1900, in October of which year the corner stone of the masonry substructure was laid. The need of a bridge to cross the St. Lawrence in the vicinity of Quebec has been felt for many years past, and in 1897 a company was re-organized under the name of "The Quebec Bridge Company," to undertake the work, substantial aid to the enterprise being granted by the Dominion and provincial governments. The masonry having been completed at a cost of about $1,400,000, work on the steel superstructure was begun in 1904, the con-

tract having been awarded to the Phoenix Bridge Company of Phoenixville, Pa. The total cost of the bridge when complete has been estimated to be between $7,500,000 and $8,000,000. Up to March 31, 1907, the total expenditures amounted to $4,415,598.

When completed, the bridge will be in many respects the most remarkable structure of its kind ever erected. The cantilever span will be the longest in the world, namely, 1,800 feet. while the total length of the bridge will be 3,300 feet. The main span will be at a height of 150 feet above the water, while the tops of the cantilevers will be over 400 feet high. The bridge is designed to carry two lines of railway, two trolley lines, two highways and two sidewalks for foot passengers.

Commission of Inquiry Appointed.

On August 31, a special commission was appointed by the Dominion government to make full investigation into the cause of the accident, and to report thereon to the government. The commission consisted of the following gentlemen: Henry Holgate, Esq., C. E., Montreal; Professor G. J. Kerry, of McGill University, and Principal Galbraith, of the School of Practical Science, Toronto.

A coroner's inquest was begun on August 30, on the bodies which had been recovered from the wreck. The majority of the bodies were still missing on August 31.

A fund was opened by the mayor of Quebec for the relief of the families of the victims of the accident. The sum of $2,000 was voted for this fund by the city council of Quebec.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

Recent Immigration Returns.

IMMIGRATION through ocean ports during June, 1907, declared for Canada, was as follows:—

IMMIGRATION THROUGH OCEAN PORTS DURING JUNE, 1907.

	Male.	Female.	Children under 12.	Total.
Immigrants ...	18,106	7,177	7,036	32,319
Returned Canadians	1,045	221	103	1,369
Tourists.....	535	211	33	777
Totals	19,684	7,609	7,172	34,465

A summary of immigration proper through ocean ports, declared for Canada during April, May and June, 1906-07, is as follows:—

IMMIGRATION BY OCEAN PORTS APRIL-JUNE, 1906–07.

	Male.	Female.	Children under 12.	Total.
April.....	24,972	5,052	4,414	34,438
May.....	24,744	7,153	6,858	38,755
June.....	18,106	7,177	7,036	32,319
Totals	67,822	19,382	18,308	105,512
Corresponding mos. of 1906				73,431
Increase, 1907				32,081
Percentage of increase				44%

The following is a statement of immigration from the United States during April, May and June, 1907, compared with the corresponding period of 1906:—

IMMIGRATION FROM THE UNITED STATES, APRIL-JUNE, 1906, 1907.

Through Montreal.....	April	140	
	May	70	
	Jnue	77	287
Through Winnipeg and outports.....	April	8,966	
	May	6,254	
	June	4,625	19,845
Customs entries April, May and June.....			1,727
Total.....			21,859
Corresponding months of 1906			24,604
Decrease, 1907.....			2,745
Percentage of decrease.....			11%

The total immigration to Canada during April, May and June, 1907, compared with corresponding months of 1906, was as follows:—

TOTAL IMMIGRATION TO CANADA, APRIL-JUNE, 1906-1907.

1907.		
Ocean ports	105,512	
From United States	21,853	127,371
1906.		
Ocean ports	73,431	
From United States	24,604	98,035
Increase, 1907		29,336
Percentage of increase		30%
Percentage of increase via ocean ports		44%
Percentage of decrease from U. S.		11%

The immigration to Canada via ocean ports for the twelve months ending June 30, 1907, compared with the preceding twelve months, was as follows:—

IMMIGRATION VIA OCEAN PORTS FOR YEARS ENDING JUNE 1906–1907.

1906.	
July	13,207
August	12,856
September	10,283
October	8,707
November	7,225
December	5,308
1907.	
January	3,998
February	6,225
March	22,199
April	34,438
May	38,755
June	32,319
Total	195,520
For year ending June 30, 1906	131,268
Increase	64,252
Percentage of increase	49%

Immigration from the United States for the twelve months ending June 30, 1907, compared with the preceding year, was as follows:—

IMMIGRATION FROM UNITED STATES FOR YEARS ENDING JUNE 30, 1906–07.

1906.		
Through Montreal,	July	54
"	August	57
"	September	45
"	October	73
"	November	63
"	December	84
1907.		
Through Montreal	January	54
"	February	47
"	March	83
"	April	140
"	May	70
"	June	77
Total		887
1906.		
Through Winnipeg and outports,	July	3,763
" "	August	3,519
" "	September	3,456
" "	October	4,217
" "	November	3,514
" "	December	1,976
1907.		
Through Winnipeg and outports,	January	1,385
" "	February	1,227
" "	March	5,986
" "	April	8,966
" "	May	6,254
" "	June	4,625
Total		48,888
Customs entries, 12 months		6,743
Total		56,518
Year ending June 30, 1906		57,796
Decrease		1,278
Percentage of decrease		2%

The total immigration to Canada for the twelve months ending June 30, 1907, compared with the preceding twelve months, was as follows:—

TOTAL IMMIGRATION TO CANADA FOR YEARS ENDING JUNE 30, 1906–1907.

Year ending June 30, 1907:		
Ocean ports	195,520	
From United States	56,518	252,038
Year ending June 30, 1906:		
Ocean ports	131,263	
From United States	57,796	189,064
Increase		62,974
Percentage of increase		33%
" via ocean ports		49%
Percentage of decrease from U. S.		2%

Homestead Entries During July, 1907.

The following statement shows the number of homestead entries made in July, 1907, compared with July, 1906:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF JULY, 1907, AS COMPARED WITH JULY, 1906.

Agency.	1907	1906	Increase.	Decrease
Battleford	589	705	.....	116
Brandon	17	14	3	.....
Calgary	114	141	.....	27
Dauphin	170	46	124	.....
Edmonton	438	450	.....	12
Estevan	59	246	.....	187
Humboldt	308	.....	308	.....
Kamloops	23	2	21	.....
Lethbridge	289	158	131	.....
Moose Jaw	745	.....	745	.....
New Westminster	7	.....	7	.....
Prince Albert	148	198	.....	50
Regina	161	1,261	.....	1,100
Red Deer	158	380	.....	222
Winnipeg	136	122	14	.....
Yorkton	328	424	.....	96
Total	3,690	4,147	1,353	1,810

It will be seen that there has been a net increase in the number of homestead entries made in July, 1907, compared with July, 1906, of 457.

A statement of the homestead entries made during the first seven months of the present year, compared with the corresponding period of the last calendar year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES JANUARY–JUNE, 1907–1906.

Month.	1907	1906	Increase.	Decrease.
January	1,111	1,903	.....	792
February	1,033	2,036	.....	1,003
March	1,589	4,018	.....	2,429
April	2,594	6,189	.....	3,595
May	3,253	4,583	.....	1,330
June	4,574	5,369	.....	795
July	3,690	4,147	.....	457
Total	17,844	28,245	.....	10,401

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of July, 1907, were as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING JULY, 1907.

Nationalities.	No. of Entries.
Canadians from Ontario	372
" Quebec	56
" Nova Scotia	17
" New Brunswick	11
" Prince Edward Island	5
" Manitoba	165
" Saskatchewan	180
" Alberta	55
" British Columbia	6
Persons who had previous entry	285
Newfoundlanders	
Canadians returned from the United States	58
Americans	1,032
English	583
Scotch	93
Irish	28
French	39
Belgians	5
Swiss	2
Italians	
Roumanians	5
Syrians	
Germans	66
Austro-Hungarians	386
Hollanders	6
Danes (other than Icelanders)	11
Icelanders	16
Swedes	46
Norwegians	33
Russians (other than Mennonites and Doukhobors)	121
Mennonites	
Doukhobors	
Chinese	
Japanese	
Persians	1
Australians	1
New Zealanders	
Bermudans	3
Total	3,690

Representing 9,514 souls.

Of a total of 1,090 entries made in July, by persons coming from the United States, there were 515 from North Dakota, 195 from Minnesota, 55 from South Dakota, 47 from Wyoming, 31 from Washington, 34 each from Iowa and Michigan, 28 from Illinois and 26 from Montana.

Lands Patented During July, 1907.

An abstract of letters patent covering Dominion lands situated in Manitoba,

Saskatchewan, Alberta, British Columbia and the Yukon Territories, issued from the Department of the Interior during the month of July, 1907, is as follows:—

LANDS PATENTED DURING JULY, 1907.

Nature of Grant.	July, 1907.	
	No. of Patents	No. of Acres.
Ablerta Ry. and Irrigation Co.'s sales	11	11,052.02
British Columbia Homesteads	8	1,110.34
British Columbia sales	1	213.50
Coal Lands sales	.....	.....
Commutation grants	2	101.08
Homesteads	665	105,404.06
Hudson's Bay Co	1	160.00
Leases	1	.....
License of Occupation	1	.....
Military Homesteads	1	320.00
Mining Lands sales	1	5.34
Mineral rights (299.63 acres)	1	.....
North-west half-breed grants	16	2,262.75
Railways:		
Calgary and Edmonton Ry	3	795.20
Calgary and Edmonton Ry. (Under rights, 2,001.32 acres)	9	.....
Canadian Northern Ry	30	10,901.10
Can. Pac. Ry. grants	10	1,709.89
Can. Pac. Ry. grants, Souris Branch	13	25,320.30
Can. Pac. Ry. roadbed and station grounds	1	.68
Manitoba & North-western Ry	.....	.....
Manitoba South western Col. Ry	31	6,967.44
Qu'Appelle Long Lake and Sask Railroad and Steamboat Co.	8	5,287.85
Sales	56	4,918.94
School Lands sales	15	1,458.46
Special grants	24	592.29
Yukon Territory sales	1	36.44
Totals	910	178,617.68

In July, 1906, the number of patents issued was 803, covering an area of 280,-730,69 acres, showing an increase during the month of July, 1907, of 107 in the number of patents issued, but a decrease of 102,123,01 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada North-West Land Company, Limited, during the month of July, 1907, compared with the sales in the corresponding month of 1906:—

LAND SALES OF CANADA NORTH-WEST LAND COMPANY.

	Acres.	Price obtained.
July, 1907	2,077.28	$24,137.80
July, 1906	7,372.66	79,516.00
Decrease, 1907	5,295.38	55,378.20
From Jan. 1 to July 31, 1907	13,554.72	152,600.28
From Jan. 1 to July 31, 1906	46,864.44	438,842.09
Decrease, 1907	33,309.72	$286,241.81

Notes.

The *health* of immigrants coming to Canada during the present season has been exceptionally good, owing to the strict enforcement of the regulations of the Immigration Department.

An influx of *Japanese* into British Columbia, by way of Honolulu, took place during the past month. An investigation into conditions in this respect and in connection with the disposal of lands in the railway belt of British Columbia, was conducted by the Hon. the Minister of the Interior.

The special sailings of vessels chartered by the *Salvation Army* for the conveyance of immigrants to Canada during 1907, were concluded during August. Weekly conducted parties, however, will be continued until October. In the neighbourhood of 13,000 immigrants had been brought out in this way up to the middle of August.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING AUGUST, 1907.

The following is a list of contracts awarded by the Department of Railways and Canals, the Department of Public Works and the Department of Marine and Fisheries, Canada, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

ADDITIONAL front of crib work to high level wharf at Sorel, Que., date of contract, August 7, 1907, name of contractor, J. E. Beauchemin, Sorel, Que., amount of contract, $125,000

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages. Not less than :
Contractor's engineer	$ 5.00 per day of 10 hours..
Contractors' assistant engineer	2.50 " 10 "
Contractor's draughtsman	2.00 " 10 "
Foreman carpenter	2.25 " 10 "
Foreman mixing concrete	2.00 " 10 "
Foreman laying concrete	2.00 " 10 "
Carpenters	1.75 " 10 "
Timekeeper	1.50 " 10 "
Captain on dredge	80.00 per month and board
Engineer on dredge	75.00 " "
Fireman on dredge	30.00 " "
Craneman on dredge	50.00 " "
Deckhands	25.00 " "
Captain on tug	55.00 " "
Engineer on tug	55.00 " "
Fireman on tug	30.00 " "
Sailors on tug	25.00 " "
Cook (female)	16.00 " "
Scowmen	27.00 " "
Diver with outfit	8.00 per day of 10 hours
Diver without outfit	5.00 " 10 "
Diver helpers	1.50 " 10 "
Driver with 1 horse and cart	2.00 " 10 "
Ordinary labourers	1.25 " 10 "

Armoury at Truro, N.S., date of contract, August 9, 1907., name of contractor, Frank Wilson, Truro, N.S., amount of contract, $8,135,50.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages. Not less than:
Carpenters	$ 2.00 per day of 10 hours
Painters and glaziers	2.00 " 10 "
Bricklayers	3.00 " 10 "
Masons	2.50 " 10 "
Stonecutters	3.00 " 10 "
Plasterers	3.00 " 10 "
Plumbers and steamfitters	2.00 " 10 "
Sheet metal workers	2.00 " 10 "
Builders' labourers	1.50 " 10 "
Ordinary labourers	1.25 " 10 "
Driver with 1 horse and cart	2.25 " 10 "
Driver with 2 horses and wagon	3.50 " 10 "

Stables for cavalry at St. Johns, Que., date of contract, August 12, 1907, name of contractor, A. Saurette, Farnharm, Que., amount of contract, $31,200.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages. Not less than:
Masons	$0.30 per hour, 10 hours per day
Bricklayers	0.45 " 9 "
Builders' labourers	0.17 " 10 "
Carpenters	0.20 " 10 "
Joiners	0.22½ " 10 "
Painters and glaziers	0.20 " 10 "
Plumbers and steamfitters	0.25 " 10 "
Sheetmetal workers	0.25 " 10 "
Driver with one horse and cart	0.22½ " 10 "
Driver with 2 horses and wagon	0.35 " 10 "

Wharf at Bic, Que., date of contract, August 14, 1907; name of contractors, Tremblay, Boivin and Côté, Rimouski, Que.; amount of contract, $29,000.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages. Not less than:
Contractor's foreman carpenter	$ 2.00 per day of 10 hours
Carpenters	1.75 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.25 " 10 "
Labourers	1.25 " 10 "
Driver with one horse and cart	2.00 " 10 "
Driver with 2 horses and wagon	3.00 " 10 "

Department of Marine and Fisheries.

Construction of a wooden dwelling house for the engineer of the fog alarm station on Cranberry Island, N.S.; date of contract, April 25, 1907; name of contractor, Thomas O'Neil, contractor and builder of Salmon River, Guysborough County, N.S.; amount of contract $2,200.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages. Not less than:
Carpenters	$ 1.75 per day of 10 hours.
Painters	1.75 " 10 "
Masons	2.50 " 10 "
Labourers	1.25 " 10 "

Construction of a wooden lighthouse tower at Bass River, N.S.; date of contract, July 15, 1907; name of contractor Samuel Beckwith, carpenter of Bass River, N.S.; amount of contract, $450.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages. Not less than :
Stone masons	$ 2.50 per day of 10 hours.
Bricklayers	3.00 " 10 "
Carpenters	2.00 " 10 "
Painters	2.00 " 10 "
Labourers	1.35 " 10 "

Department of Railways and Canals.

For the supply and erection of a Highway Bridge over Clement's Gully at Cascades Point, on the Soulanges Canal. Date of contract, August 22nd, 1907; amount of contract, $6,375.00; contractor, Phœnix Bridge and Iron Works, Limited.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per Day of 10 Hours. Not less than:
Carpenters	$0.25 per hour.
Machinists	2.25
Blacksmiths	2.00
Labourers	1.50
Driver, 1 horse & cart	2.25
Driver, 2 horses and wagon	3.50

Widening of canal near Welland, Ontario. Date of contract, August 22nd 1907; amount of contract, schedule rates; contractor, W. E. Phin.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per Day of 12 Hours. Not less than:
Dredge engineer	$110.00 per month with board.
" fireman	*45.00 " "
" craneman	*65.00 " "
Tug captain	*80.00 " "
Tug engineer	*60.00 " "
Tug fireman	*45.00 " "
Tug deckhands	*40.00 " "
Stationary engineer	50.00 " 10 hrs. p. day
fireman	45.00 " 10 "
Labourers	1.75 per day of 10 hours
Driver, 1 horse & cart	2.25 " 10 "
Driver, 2 horses and wagon	3.50 " 10 "

* (12 hours).

Erect Cinder Pit at Halifax, N. S. Date of contract, August 7th, 1907; amount of contract, schedule rates; contractor, Emil A. Wallberg.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per Day of 9 Hours Not less than:
Foreman mason	$4.50
Masons	3.60
Carpenters	2.25
Concrete mixers	1.50
Common labourers	1.35

Addition to present Engine House, and for a Stores and Office Building at Chaudiere Junction, Que. Date of contract, August 19th, 1907; amount of contract, $30,999.00.; contractors, E. Dube and N. Dumont.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per Day of 10 Hours Not less than:
Masons	$2.50
Carpenters	1.75
Common labourers	1.25
Structural iron workers	2.25
Steamfitters	2.00
Roofers (gravel)	1.75
Steam derrick engineer	2.25
" fireman	1.50
Watchman	1.50
Concrete men	1.50
Bricklayers	3.00
Builders' labourers	1.50
Blacksmiths	2.00
Plumbers	2.00
Sheet metal workers	1.75
Painters	1.75
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00
Water boy	.50

Extension of Waterworks at Antigonish, N. S. Date of contract, August 22nd, 1907; amount of contract, schedule rates; contractor, William Sutherland.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per Day of 10 Hours Not less than:
Blasters	$1.50
Excavators	1.25
Carpenters	1.75
Drillers	1.50
Labourers	1.25
Pipe fitters	2.00
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Erect Cinder Pits at Ste. Flavie, Riviere du Loup and Chaudiere Junction. Date of contract, August 22nd, 1907; amount of contract, schedule rates; contractor, Emile Dube.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per Day of 10 Hours Not less than:		
	Ste. Flavie.	Riv. du Loup.	Chaudiere Jct.
Foreman mason	$3.00	$3.00	$3.00
Masons	2.50	2.50	2.50
Concrete mixers	1.50	1.50	1.50
Carpenters	1.75	1.75	1.75
Common labourers	1.35	1.35	1.35

Widening of present road-bed for double track and sidings between Moncton and Painsec Junction, N. B. Date of contract, August 23rd, 1907; amount of contract, schedule rates; contractors, J. B. McManus, Limited.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per Day of 10 Hours, Not less than:
Concrete men	$1.50
Rock drillers	1.50
Carpenters	2.00
Stationary engine engineer	2.00
" fireman	1.50
Steam shovel engineer	3.00
" fireman	1.50
" craneman	2.50
Steam rock drillers	2.00
Labourers	1.35
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Wiring of Engine House at Truro, N. S. Date of contract, August 26th, 1907; amount of contract, $844.00; contractors, J. A. Dunn & Co.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per day of 1 hours. Not less than:
Masons	$3.00
Linemen	1.75
Carpenters	2.00
Wiremen	1.75
Electrical foreman	2.50

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	$ 435.3
Making and repairing rubber dating stamps and type; also other stamps	47.4
Supplying stamping material and wooden boxes, and repairing stamping pads	836.7
Making and repairing Post Office scales	234.0
Supplying mail bags	367.6
Repairing mail bags	1,297.8
Making and repairing mail locks, and supplying mail bag fittings	431.3
Supplying portable steel letter boxes, street letter boxes and parcel receptacles, and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes and parcel receptacles	5,164.0
Making and repairing miscellaneous articles of Postal Stores	29.4
Making up and supplying articles of official uniform	6,845.8

INDUSTRIAL ACCIDENTS DURING THE MONTH OF AUGUST, 1907.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 436 individual workpeople in Canada during the month of August, 1907, were reported to the Department of Labour. Of these, 166 were fatal and 270 resulted in serious injuries. In addition, six fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department beforeAugust, 1907. The number of fatal accidents reported in August, 1907, was 41 more than in the previous month and 41 more than in August, 1906.

Of 316 returns received during the month giving the ages of the victims of industrial accidents, 45 referred to persons under twenty-one years of age, 45 to persons between twenty-one and forty-five, 8 to persons over forty-five; 218 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING AUGUST, 1907, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed	Injured	Total
Agriculture	19	27	46
Lumbering	5	8	13
Mining	13	18	29
Building trades	..	12	12
Metal trades	69	64	133
Woodworking trades	1	13	14
Printing trades	1	1	2
Clothing trades	..	4	4
Textile trades	..	3	3
Food and tobacco preparation	1	8	9
Railway service	33	42	75
Navigation	9	3	12
General transport	6	20	26
Civic employees	1	8	9
Miscellaneous	6	21	27
Unskilled labour	2	18	20
Total	166	270	436

Nature of Fatalities and Accidents.

The chief and most appalling disaster of the month was caused by the collapse, on August 29, 1907, of a portion of the superstructure of the bridge being built across the St. Lawrence river at Cap Rouge, Que., in which over seventy workmen were killed or seriously injured. A special article on this calamity will be found elsewhere in the present issue. Among other disasters of the month were the killing of four men in a dynamite explosion at Canyon Lake, Ont.; the death of three railway men in a wreck near Fort Macleod, Alta.; the killing of three men by the falling of a derrick at Indiantown, N. B.; the asphyxiation of two homesteaders while digging a well at Buffalo Lake, Sask.; the killing of two members of a train crew and the injuring of others by the explosion of a carload of dynamite at Essex, Ont.

Explosion of Dynamite at Canyon Lake Ont.

On August 27, at the Grand Trunk Pacific construction encampment at Canyon Lake, Ont., a foreman and three quarrymen, while drilling rock for tracking, were blown to pieces, doubtless through a charge being exploded by injudicious handling.

Train Wreck at Macleod,, Alta.

On the morning of August 13, the engine of the Soo-Spokane express train jumped the track one mile west of Macleod, Alta., killing the engineer, the fireman and the coal passer. The accident, it is supposed, was caused by a spreading rail.

Derrick Accident at Indiantown, N. B.

On August 16, while lifting stone, the boom of a steam derrick at Indiantown, N.B.., fell, killing three workmen and injuring two others. A jury found that the cause of the accident was that the anchorage was not sufficient to hold the strain upon the derrick.

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STATISTICAL TABLE SERIES F., No. 46.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF AUGUST, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Agriculture—				
Farmer	Mount Denis, Ont.	Aug. 2	1	Fell from load of lumber and was run over.
"	Woodstock, Ont.	" 5	1	Bee-sting caused blood poisoning.
"	Ross, Ont.	" 2	1	Struck by whiffle-tree.
"	Sunbury, Ont.	" 6	1	Gored by bull.
"	Laprairie, Que.	" 9	1	Struck by lightning.
"	Rouge River, Ont.	" 9	1	Kicked by horse.
"	Hanley, Sask.	" 18	2	Asphyxiated by gas in well.
"	Grahamston, Alta.	" 19	1	Gored by bull.
"	Riverside, N. B.	" 19	1	Thrown from vehicle.
"	Chatham, Ont.	" 29	1	Kicked by horse.
"	Brampton, Ont.	" 29	1	Struck by train at crossing.
"	Cornwall, Ont.	" 31	1	Struck by train at crossing.
"	Harbor Beach, Ont.	" 29	1	Scaffold fell at a barn raising.
"	Bresayler, Sask.	" 28	1	In a runaway.
"	Hill End, Alta.	" 16	1	Struck by section of bursting circular saw.
Farm hand	Milestone, Sask.	" 5	1	Fell from a horse.
"	Mitchell, Ont.	" 1	1	Fell 32 feet from cement sils.
Farmer's son	Near Saskatoon, Sask.	" 8	1	Struck by lightning.
Lumbering—				
Saw mill hand	Tracadie, N. B.	" 2	1	Caught in shafting.
Logger	Meskinac, Que.	" 1	1	Drowned.
"	Saskatchewan River, Sask.	" 16	1	Drowned.
"	Deep Cove, B. C.	" 16	1	Drowned.
Millwright	Barachois, Que.	" 12	1	Caught in belt.
Mining—				
Miner	Fernie, B. C.	" 2	1	Asphyxiated by gas in mine.
"	Cobalt, Ont.	" 3	1	Fell 70 feet in shaft.
"	Sydney Mines, N. S.	" 8	1	By fall of stone.
"	Rossland, B. C.	" 13	1	Fell 700 feet in shaft.
"	Rossland, B. C.	" 17	1	Explosion of dynamite.
"	Cobalt, Ont.	" 28	1	By falling rock.
"	Fernie, B. C.	" 30	1	By fall of stone.
"	Fernie, B. C.	" 30	1	Explosion of dynamite.
Plaster mill worker	Hillsboro, N. B.	" 31	1	Caught in machinery.
Quarryman	Indiantown, N. B.	" 16	3	Derrick fell on them.
"	Hillsboro, N. B.	" 31	1	Run over by plaster car.
Metal, engineering and Shipbuilding Trades—				
Iron worker	London, Ont.	" 7	1	Iron core weighing 1.200 lbs. fell on him.
Structural iron worker.	Cap Rouge, Que.	" 20	1	Fell 200 feet from bridge.
"	Cap Rouge, Que.	" 29	65	Collapse of superstructure of bridge.*
Electrical worker	Beamsville, Ont.	" 25	1	Run over by train.
"	Brantford, Ont.	" 26	1	Electrocuted.
Woodworking and Furnishing Trades—				
Wood worker	Callander, Ont.	" 7	1	Caught in shafting.
Printing and Allied Trades—				
Printer	Toronto, Ont.	" 13	1	Crushed to death in elevator.
Food and Tobacco Preparation—				
Butcher boy	Port Hope, Ont.	" 4	1	In a runaway.
Railway Employees—				
Conductor	Cobourg, Ont.	" 8	1	Run over by a caboose.
"	Manvers, Ont.	" 28	1	In rear end collision.

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TABLE OF FATAL ACCIDENTS DURING THE MONTH OF AUGUST, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Engineer	Fort William, Ont.	" 19	1	Derailment of engine.
"	Macleod, Alta.	" 12	1	Derailment of train.
"	Kama, Ont.	" 14	1	Derailment of train, died Aug. 27.
"	Laurentide, Que.	" 30	1	Derailment of train, died Aug. 27.
Fireman	Westchester, N. S.	" 2	1	Run over by train.
"	Macleod, Alta.	" 12	1	Derailment of train.
"	Otter Lake, Ont.	" 27	1	Caught between cars.
Brakeman	Morien Jct., N. S.	" 6	1	Run over by train.
"	Niagara Falls, Ont.	" 16	1	Caught between cars.
"	Essex, Ont.	" 10	2	Explosion of dynamite.
"	Toronto, Ont.	" 13	1	Caught between train and platform.
"	Strathroy, Ont.	" 26	1	Caught between cars.
"	Levis, Que.	" 27	1	Caught between cars.
Yardman (switchman)	London, Ont.	" 3	1	Run over by engine.
" "	Montreal, Que.	" 9	1	Run over by engine.
" "	Winnipeg, Man.	" 13	1	Caught between cars.
" "	Fort William, Ont.	" 17	1	Run over by cars.
" "	Lethbridge, Alta.	" 20	1	Run over by cars.
" "	London, Ont.	" 26	1	Run over by cars.
Building foreman	London, Ont.	" 22	1	Struck by train.
Car shop hand	Winnipeg, Man.	" 29	1	Run over by car in shop.
Coal passer	Macleod, Alta.	" 12	1	Derailment of train.
Construction hand	La Toque, Que.	" 22	1	Explosion of dynamite.
"	Merrickville, Ont.	" 20	2	Explosion of dynamite.
"	Parry Sound, Ont.	" 27	1	Fell off train.
"	Canyon Lake, Ont.	" 26	1	Explosion of dynamite.
Navigation—				
Longshoreman	Port Arthur, Ont.	" 1	1	Caught in rope of hoisting driver.
Engineer on tug	Port Arthur, Ont.	" 27	1	Drowned, fell overboard.
"	Georgian Bay, Ont.	" 27	1	Drowned, tug swamped.
Captain	Georgian Bay, Ont.	" 27	1	Drowned, tug swamped.
Diver	Windsor, Ont.	" 2	1	Suffocated, air hose parted.
Sailor	Toronto, Ont.	" 3	1	Drowned, fell overboard.
"	Georgian Bay, Ont.	" 27	1	Drowned, tug swamped.
"	Kingston, Ont.	" 29	1	Drowned, fell overboard.
Steward on S. S.	Quebec, Que.	" 11	1	Drowned.
General Transport—				
Teamster	Toronto Jct., Ont.	" 2	1	Run over by loaded wagon.
"	Quebec, Que.	" 8	1	Run over by coal cart.
"	Toronto, Ont.	" 8	1	Fell head first from load.
Street car conductor	Hamilton, Ont.	" 3	1	Struck by a street car on head.
Elevator boy	Toronto, Ont.	" 14	1	Caught between landing and elevator.
Hack driver	Toronto, Ont.	" 23	1	Run over by street car in a collision.
Civic Employees—				
Fireman	Woodstock, N. B.	" 1	1	Electrocuted at a fire.
Miscellaneous—				
Merchant	Granby, Que.	" 21	1	In a runaway.
Night porter	St. Thomas, Ont.	" 20	1	Fell down cellar way.
Shipper	London, Ont.	" 29	1	Fell three stories in elevator.
Domestic	Moncton, N. B.	" 15	1	Caught in elevator.
Surveyor	Buctouche, N. B.	" 3	1	Skull fractured, fell from wharf.
Window cleaner	Toronto, Ont.	" 24	1	Head cut off by descending elevator weight.

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TABLE OF FATAL ACCIDENTS DURING THE MONTH OF AUGUST, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Unskilled Labour—				
Labourer	Prince Albert, Sask.	" 1	1	Cave-in of earth.
"	Quebec, Que.	" 14	1	Fell 3 stories.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH BUT ONLY REPORTED TO THE DEPARTMENT IN AUGUST.

Miner	Westville, N. S.	July 25	1	Struck by runaway box.
Quarryman	Sherkston, Ont.	" 29	1	Struck by car.
Brakeman	Kamloops, B. C.	" 20	1	Caught between cars.
Beer bottler	Ottawa, Ont.	" 26	1	By electric shock from transformer.
Fireman on tug	Merlin, Ont.	" 28	1	By escaping steam—scalded to death.

* See special article in present issue.

Death of Two Homesteaders near Buffalo Lake, Sask.

On August 14, two homesteaders met death near Buffalo Lake, Sask., by asphyxiation while digging a well. They had bored down some fifty feet when the auger struck a large rock which necessitated blasting. The blasting was done, and one of the workers was lowered. Seeing that he did not return, his companion went to his assistance. Both were dead from asphyxiation when extricated by neighbours.

Explosion of Carload of Dynamite Essex, Ont.

On August 10, a Michigan Central railway freight car, containing 100 boxes of nitro-glycerine, standing at the railway depot at Essex, Ont., exploded, killing two brakemen and seriously injuring seven other workpeople.

Record by Trades and Industries.

Agriculture.—There were 19 fatal and 27 non-fatal accidents reported in August 1907, compared with 18 killed and 26 during July, and 23 and 34 injured in August, 1906. Five farmers were killed by live stock, 4 by falls, 2 by being struck by lightning, 2 by being asphyxiated while digging a well, 2 by being struck by trains, 1 by blood poisoning due to a sting of a bee, 1 by machinery and 1 by a runaway. Of the injuries, 11 were caused by falls, 5 by live stock, 4 by machinery, 2 by runaways, 1 by a collision with a street car, 1 by sunstroke, 1 by falling material, 1 by an explosion and 1 by being caught between a loaded lorry and a wall.

Lumbering.—Five workmen were killed during August and 8 were injured. In the previous month there were 12 killed and 12 injured, and in August, 1906, 4 killed and 10 injured. Three of the deaths were due to drowning and 2 to the victims being caught in machinery. The 8 minor accidents were all due to machinery.

Mining.—Death by accident occurred to 13 workers in this group and injuries to 18 others in August last, compared with 14 killed and 19 injured in the preceding month, and 10 killed and 15 injured in August of last year. Six of the fatalities were caused by falling material, 2 by falls, 2 by explosions, 1 by aspphyxiation, 1 by machinery and 1 by being run over by a coal car. Ten

of the injuries were caused by falling material, 5 by being struck or crushed by cars, 2 by machinery and 1 by an explosion.

Building trades.—There were no fatalities among these workers in August, but 12 were injured. In July the record was 2 killed and 31 injured, and in August, 1906, 7 killed and 37 injured. Eight of the injuries were due to falls, 2 being struck by a derrick, 1 to a glancing axe and 1 to machinery.

Metal, engineering and shipbuilding.—During August there were 69 metal workers killed and 64 injured, compared with 8 killed and 53 injured in the preceding month, and 7 killed and 44 injured in August, 1906. Sixty-three workers were killed by the collapse of a portion of the bridge at Cap Rouge, Que., as specially mentioned elsewhere in the present issue. One worker was killed by a fall, 1 by falling material, 1 by being run over by a train and 1 by electrocution. Of the injuries, 26 were caused by machinery, 21 by falls, 10 by falling material, 4 by molten metal, 2 by explosions and 1 by live stock.

Woodworking.—A woodworker at Callander, Ont., was killed by being caught in shafting, and 13 other workers were injured. In July, 1 worker was killed and 12 injured, and in August of last year 11 were injured. Ten of the injuries were caused by machinery, 2 to flying objects projected from saws, and 1 by a fall in an elevator shaft.

Printing.—In August, a printer at Toronto, Ont., was crushed to death in an elevator, and another printer had his hand mangled in a press. There were two workmen injured in July and 3 injured in August, 1906.

Clothing.—Four workmen were injured in this group, all through contact with machinery. There were 2 workmen injured in the preceding month, and none in August of last year.

Textile.—Three of these workers were injured by machinery in August, compared with 2 killed and 4 injured in July, and 2 injured in August, 1906.

Food and tobacco preparation.—A butcher boy was killed in a runaway at Port Hope, Ont., and 8 workmen were injured. In July there were 4 killed and 9 injured, and in August, 1906, 2 killed and 9 injured. Three of the 8 minor accidents were due to machinery, 2 to falling material, 2 to explosions and 1 to being caught in an elevator.

Railway service.—In this group death by accident occurred to 33 workers and 42 others were seriously injured. compared with 26 killed and 25 injured in July, and 27 killed and 46 injured in August, 1906. Of the fatalities, 9 each were caused by explosions and by being run over by trains, 6 each by derailments and by being crushed between cars, and 1 each by a collision, by being struck by an engine and by falling from a tender. Ten of the non-fatal accidents were caused by falls from trains, 7 by being caught between cars, 6 each by explosions, by being run over by trains, and by falling material, 4 by derailments, 2 by collisions and 1 by being struck by a passing object.

Navigation.—Among these workers there were 9 fatal and 3 non-fatal accidents in August, 1907, as against 12 killed and 10 injured in the previous month, and 19 killed and 7 injured in August, 1906. Seven of the fatalities were due to drowning, 1 to being caught in rope of a hoisting engine, and 1 to being suffocated by air hose of diving suit becoming parted. The three non-fatal injuries were due to machinery.

General transport.—The record for the month was 6 killed and 20 injured, compared with 8 killed and 21 injured in July, and 5 killed and 23 injured in August of last year. Three deaths were caused by the victims being run over, 1 by falling, 1 by being struck by a street car and 1 by being caught between a landing and an elevator. Seven of the accidents were caused by falls, 4 by being run over, 4 by live stock, 3 by collisions, 1 by falling material and 1 by machinery.

Civic employees.—During August, a Woodstock, N. B., fireman, while at a fire, came into contact with a live wire and was killed. Eight civic employees were injured. In the preceding month the record was 2 killed and 7 injured, and in August, 1906, 1 killed and 6 injured. Six of the accidents were due to ex-

plosions, 1 to a fall and 1 to falling material.

Miscellaneous.—There were 6 killed and 21 injured in this group, as against 14 killed and 19 injured in July, and 1 killed and 19 injured in August, 1906. Three of the fatalities were caused by falls, 1 by a runaway, 1 by being caught in an elevator, and 1 by falling material. Nine of the accidents were caused by explosions, 6 by machinery, 4 by falls, 1 by a runaway and 1 by falling material.

Unskilled labour.—Two labourers were killed and 18 injured during August, compared with 1 killed and 15 injured in the previous month, and 4 killed and 12 injured in August, 1906. One of the fatalities was due to a cave-in and the other to a fall. Thirteen of the accidents were due to falling material, 3 to falls, 1 to an explosion and 1 to machinery.

TRADE DISPUTES DURING THE MONTH OF AUGUST.

WHILE the number of trade disputes in Canada was less during August than during the previous month, the industrial conditions of the country were more seriously affected by them, when judged by the number of workpeople involved, and the loss of time in working days. The chief point of disturbance was at Springhill, Nova Scotia, where the mines of the Cumberland Coal and Railway Company were closed throughout the month. The building trades at T ronto continued to be affected by a strike of plumbers, which had been in existence since May. Outside of the strike of miners at Springhill, N.S., the only new dispute of the month involving large numbers of people was a strike of cotton mill hands at Valleyfield, Que. This was terminated a few days after its commencement by reference to a Board under the Industrial Disputes Investigation Act, 1907, and serious results arising from it were consequently averted.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during August was 26, a decrease of 6 compared with the previous month, but an increase of 1 compared with August, 1906. About 200 establishments and 6,144 employees were affected by these disputes, 14 firms and about 4,291 workpeople being involved in the disputes which began in August.

Loss of time in working days.—The loss of time through trade disputes during August was approximately 99,860 working days, compared with 81,100 in July and 52,625 in August, 1906.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workpeople affected in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Mining	2	1,350
Building trades	3	38
Metal trades	1	130
Woodworking trades	1	9
Textile trades	1	2,200
Clothing trades	3	489
Miscellaneous trades	1	65
Total	14	4,281

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of Canada:—

Province.	No. of Disputes.
Nova Scotia	1
Quebec	4
Ontario	4
Manitoba	1
Alberta	1
Quebec, Ontario and Manitoba	1
Total	12

Causes of disputes. — The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	2
For shorter hours (dispute over meaning of an agreement)	1
For change in method of payment, shorter hours and other changes	1
Against employment of non-unionists	2
Against employment of persons other than non-unionstss	1
Against discharge of an employee and for higher wages	1
Against conditions of employment, misrepresentations alleged	1
Alleged abolition of Union shop	1
Sympathetic	1
Unclassified	1
Total	12

Methods of settlement.—Out of the 26 trades disputes in existence during the month, settlements were reached in 7 cases, leaving 19 still unsettled at th close of the month. One dispute was settled by reference to a Conciliation Board under the Industrial Disputes Investigation Act, 1907, one by reference to arbitrators, in accordance with the terms of an Agreement, and one by negotiations between the parties concerned. In the remaining four disputes that were terminated, work was resumed by the strikers without any negotiations.

Results of disputes.—Of the 7 disputes that were terminated, the employers were successful in 3, a compromise was effected in 1, in another the occasion of the dispute was removed, and in 2 the results were indeterminate the matters in dispute being left to arbitration and conciliation boards.

Disputes which Commenced Prior to the Beginning of the Month,

The trade disputes in existence during August, which commenced in previous months, comprised strikes of plumbers, marble workers, stone cutters, machinists and electrical workers at Toronto, miners at Cobalt, Ont., pulp and paper makers at Sturgeon Falls, Ont., barbers at London, Ont., structural iron workers and cigarmakers at Montreal, Que., harness and collar makers at Peterborough, Ont., and carpenters, plumbers and labourers at Galt, Ont., A brief account of these disputes is given below.

Strike of Plumbers and Electrical Workers at Toronto, Ont.

The two strikes of plumbers at Toronto, one of which began on April 13 on account of the employment of non-unionists, and the other on May 17, on account of the refusal of the employers to grant a demand for an increase in wages and union shops. continued throughout the month.

A strike of about 25 electrical workers employed by 5 firms, who went out on July 20, in sympathy with the plumbers, also continued throughout August. It was claimed by Messrs Keith & Fitzimmons, one of the firms affected that the electrical workers by stopping work had violated an agreement existing between them and the Electrical Workers' Union, which provided that in the case of differences arising they should be referred to a committee of six, three members to be chosen by each of the parties. On the other hand it was claimed by the Union that the agreement had not been violated as they had never forfeited their right to declare a sympathetic strike, and further that the men had voluntarily quit work, rather than work in a shop with non-union plumbers, without receiving any orders from the Union.

Strike of Pulp and Paper Makers at Sturgeon Falls, Ont,

No settlement was reported in a strike of 216 pulp and paper makers of the Imperial Paper Mills at Sturgeon Falls, Ont., which began on June 10, but the Company reported that on July 29, their sulphite plant was reopened, and was kept running continuously from date, although not to its full capacity, and on August 2, the finishing room was reopened and was running partially. According to the strikers the primary cause of the dispute was their refusal to work on Sundays.

TABLE OF TRADE DISPUTES DURING THE MONTH OF AUGUST.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement	Date of termination	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males	Females	Males	Females			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Silver miners	Cobalt, Ont.	For higher wages and better conditions of employment	30*	.....	300	.....	.....	.....	July 8	.....	No settlement reported at end of month, but normal conditions were restored in many mines.
Building Trades—											
Marble workers	Toronto, Ont.	Against employment of non-unionists	1	.....	20	.....	.....	.....	May 29	.....	No settlement reported at end of month.
Plumbers	Toronto, Ont.	Against employment of non-unionists	1	.....	50	.....	8	.....	April 13	.....	No settlement reported at end of month.
.....	Toronto, Ont.	Demand for increase in wages from 37½ to 45 cents per hour, apprentices from $6.50 to $8.50 per week, and closed shops	106	.....	250	.....	.....	.....	May 17	.....	No settlement reported at end of month.
Stone cutters	Toronto, Ont.	For an increase in wages from 40 to 50 cents an hour	1	.....	40	.....	.....	.....	July 3	.....	No settlement reported at end of month.
Carpenters, plumbers, labourers	Galt, Ont.	Against employment of non-unionists	1	.....	7	.....	.....	.....	" 29	.....	No settlement reported at end of month.

* This represents the number of mines reported to have been originally affected by the dispute. Normal conditions were reported to have been subsequently restored in many of them, but no definite particulars were received.

Metal Trades—												
Machinists	Toronto, Ont.	Demand for reduction in working hours from 10 to 9, with no change in wages.	25	.....	400	.....	.....	.....	June	8	.....	No settlement reported with 16 firms, others conceded demand.
Structural iron workers	Montreal, Que.	Demand for higher wages, shorter hours and other changes	5	15	315	.....	100	.....	July	8	Aug. 10	One firm reported that nearly all strikers returned to work, no change in wages, hours or conditions.
Iron moulders	Vancouver, B. C.	Demand for increase in wages from $3.75 to $4 per day, and reduction in working hours from 9 to 8	.....	.....	75	.....	.....	.....	June	24	.....	No settlement reported at end of month.
Electrical workers	Toronto, Ont.	In sympathy with striking plumbers	5	.....	25	.....	.....	.....	July	20	.....	No settlement reported at end of month.
Food and tobacco preparation—												
Cigarmakers	Montreal, Que.	Employer alleged that strikers objected to use of Canadian tobacco	1	.....	.....	.....	.....	.....	"	31	.....	No settlement reported at end of month.
Leather Trades—												
Harness and collar makers	Peterborough, Ont.	Demand for increase in wages and recognition of union	1	.....	27	.....	.....	.....	Apr.	22	.....	No settlement reported at end of month.
Miscellaneous Trades—												
Pulp and paper makers	Sturgeon Falls, Ont	Against Sunday labour, and for recognition of union	1	.....	214	2	.....	.....	June	10	.....	No settlement reported, but places of some strikers were filled.
Barbers	London, Ont.	For increase in wages from $10 to $12 per week, and 50 per cent. of all over $18 taken at chair instead of 50 per cent. of all over $16	10	.....	20	.....	.....	.....	July	29	Aug. 17	Wages increased to $11 per week, and 50 per cent. of receipts over $17.

DISPUTES WHICH BEGAN DURING THE MONTH.

Mining—												
Coal miners	Springhill, N. S.	Demand for payment of 4 cents per inch per lineal yard for stone in pillar work, claim disallowed by Conciliation Board	1	.....	500	.....	750	.....	Aug.	1	.....	No settlement reported at end of month, but many strikers sought work elsewhere.

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TABLE OF TRADE DISPUTES DURING THE MONTH OF AUGUST

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement	Date of termination	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males	Females	Males	Females			
Coal miners.....	Lethbridge, Alta...	Misunderstanding as to meaning of a clause in an agreement..	1	.....	100	.....	.....	.....	Aug. 12	Aug. 14	Work resumed pending investigation nto the interpretation of the clause
Building Trades—											
Stonemasons	Galt, Ont.....	Against employment of non-union labourers.....	1	.....	12	.....	.....	.....	" 23	.....	No settlement reported at end of month.
Bricklayers and labourers.....	Galt, Ont.....	Against employment of non-union carpenters.....	1	.....	12	.....	.....	.....	" 26	.....	No settlement reported at end of month.
Granite cutters ...	Toronto, Ont.....	Men alleged they had been brought in to work under misrepresentations.....	1	.....	14	.....	.....	.....	" 22	.....	No settlement reported at end of month.
Metal Trades—											
Structural iron workers.....	Cap Rouge, Que ...	Refusal of Co. to pay men return fares, when leaving on account of dissatisfaction with time lost on account of rain.	1	.....	130	.....	.....	.....	" 9	Aug. 12	Work resumed, conditions improved by weather becoming fine.
Woodworking Trades—											
Canoe makers	Peterborough, Ont..	Co. allege men objected to appointment of a foreman without their being consulted....	1	.....	9	.....	.....	.....	" 13	.....	Some strikers resumed work in 2 or 3 days, the others returned in the course of the month.

Textile Trades—												
Cotton mill hands..	Valleyfield, Que ...	Refusal of spinners to accept a written agreement, other employees went out in sympathy. Strikers demanded advance of 10 per cent. in wages.....	1	.....	950	1250	.....	.....	Aug. 14	Aug. 24	Dispute referred to a Conciliation Board under Industrial Disputes' Investigation Act, 1907, work resumed August 26.
Clothing Trades—												
Garment workers ..	Montreal, Que.....	For re-instatement of a discharged foreman, and for recognition of union.... ...	1	.....	27	25	.....	.....	" 9	" 15	Work resumed, factory conducted as an open shop, employees given choice of piecework or week work.
Garment workers..	Montreal, Que.....	Demand for abolition of piecework system, wages to be paid on a sliding scale basis, and to be made up by competent foremen. Hours of labour to be 55 per week for men and 50 for women. All work to be taken out of the hands of contractors.....	3	1	276	90	24	10	Aug. 20	.....	Settlement reached with one firm, employing 110 persons, on Aug. 24. No settlement in other shops at end of month.
Tailors.....	Winnipeg, Man.....	Employees paid off on account of stocktaking and dullness of trade, later refused to return unless all were taken back; reason for this discharge being misunderstood.....	1	.....	37	.....	.....	.....	" 17	.....	No settlement reported, firm was advertising for new hands.
Miscellaneous Trades												
Telegraphers	Quebec & Montreal, Que., Toronto, Ont. and Winnipeg, Man	Refusal to receive messages from United States pending strike of telegraphers there..	1	.....	38	37	.....	.....	" 13	.....	No settlement reported at end of month.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

Strike of Miners at Cobalt, Ont.

No settlement was reached with regard to the strike of miners at Cobalt, Ont., which began on July 8, on account of a difference as to wages and conditions of employment. In the course of the month, however, work was resumed in a number of the mines. In some cases, the demands of the strikers were conceded and in others new men were procured to take their places. It was reported that work was resumed in three mines, under a contract system, the contractors that undertook the work, employing the men on the terms of the Union. In connection with this dispute an injunction was issued on August 15, on behalf of the Buffalo Mines, Limited, restraining the Cobalt Miners' Union from molesting the company or their employees, the injunction to be in force until August 29.

Strike of Cigar Makers at Montreal, Que.

On July 31, a strike of cigar makers took place at Montreal, Que., and continued during August. According to the employer, the dispute arose from an objection on the part of the Cigarmakers' Union to the use of Canadian tobacco, although he claimed that several cigar manufacturers having the Union label were using Canadian leaf, and that it gave his customers good satisfaction. No report of this dispute was received at the Department from the Cigar Makers' International Union.

Strike of Barbers at London, Ont.

A strike of journeymen barbers which took place at London, Ont., on July 29, on account of the refusal of the employers to grant a demand for an increase in wages, was terminated on August 17, a compromise being effected. Before the strike, the men had been receiving $10 per week, and 50 per cent on all over $16 taken at the chair. They demanded $12 per week and 50 per cent of all over $18. By the terms of settlement they were conceded $11 per week and 50 per cent of the receipts over $17. According to a report received from the Journeymen Barbers' Union 10 shops and 20 men were affected by this dispute.

Strike of Machinists at Toronto, Ont.

With regard to a strike of machinists at Toronto, Ont., which began on June 8, on account of a demand for a nine hour day a report was received from the Machinists' Union in which it was stated that the request was presented to about 80 firms. About 50 or 52 shops at first opposed the request, but of these 26 made a settlement without their men leaving work. Some of the others conceded the demands of the men after the strike had begun, and there were left 16 shops and about 400 men still involved in the dispute.

Other Disputes.

No settlements were reported with regard to strikes of 20 *marble workers* and 40 *stonecutters* at Toronto, Ont. The former dispute arose from the employment of non-unionists, and the latter from the refusal of the employer to grant a demand for an increase in wages from 40 to 50 cents per hour.

A strike of *structural iron workers*, which took place at Montreal, Que., on July 8, on account of the refusal of 5 firms to grant a demand for an increase in wages, shorter hours and other changes, was reported by one of the firms affected to have ceased about August 10, at which time nearly all the strikers had returned to work under the conditions prevailing before the strike. About 5 firms and 315 employees were directly affected by this dispute, and 15 firms and 100 employees were indirectly affected.

No change in the situation was reported with regard to strikes of 27 *harness* and *collar makers* at Peterborough Ont., which began on April 22, on account of a demand for higher wages and recognition of the Union, 75 *Iron moulders* at Vancouver, B.C., which began on June 24, on account of a demand for higher wages and shorter hours, and a strike of 7 carpenters, plumbers and labourers at Galt, Ont., which began on July 29, on account of the employment of non-unionists.

New Disputes.

The new disputes of the month comprised strikes of coal miners at Spring

hill, Nova Scotia, and Lethbridge, Alberta, cotton mill hands at Valleyfield, Que., garment workers at Montreal, Que., telegraphers at Montreal, Que., Toronto, Ont., and Winnipeg, Man., structural iron workers at Cap Rouge, Que., stonemasons, bricklayers and masons, at Galt, Ont., and canoe makers at Peterborough, Ont. There was also a strike of garment workers at Winnipeg, Man., following a general discharge, which employees thought was a lockout. Strikes of longshoremen also occurred at Montreal, Que., and Halifax, N.S., but as neither of them lasted for twenty-four hours, they have not been included in the statistics of the month. A brief account of these disputes is given below.

Strike of Coal Miners at Springhill, N. S.

On August 1, a strike of coal miners employed by the Cumberland Railway and Coal Company took place at Springhill, N. S., and continued throughout the month. The dispute arose on account of the miners' claim for payment of 4 cents per inch per lineal yard for stone in pillar work, being disallowed by the Board of Conciliation and Investigation which was established in June under the Industrial Disputes Investigation Act, to inquire into the differences existing between them and their employers.* The Company claimed that the men were already being paid for the 'local stone'. According to a return received from the Company, 82 men were directly affected and 1,534 were indirectly affected, all of these being in its employ. It was stated that many others were indirectly concerned in other places, at St. John, N.B., about 100 men engaged discharging and handling coal being thrown out of employment. In a report received from the Miners' Union it was stated that 500 employees were directly affected and 750 were indirectly affected by the dispute. In the course of the month a number of the strikers obtained work elsewhere. In some collieries they took the places of men who had gone to the harvest fields of Western Canada.

* An account of the findings of the Board is given in the August number of the *Labour Gazette*, on page 174.

Strike of Coal Miners at Lethbridge. Alta.

On August 12, about 100 employees of the Alberta Railway and Irrigation Company ceased work owing to a difference of opinion as to the interpretation of a clause in an agreement signed on June 4, which provided that "All miners and mine labourers shall work eight hours per day, it being definitely understood that this means eight hours work at their working place, exclusive of half an hour for noon-time, with the exception of miners working by contract, who are to work eight hours at their working place." It was claimed by the drivers that their time begins when they harness their horses, while the Company claimed that their working place is where they hitch to the car in the Mine. Similar claims were made by the shiftmen and grippers. It was stated in the press, that the men by stopping work acted contrary to the advice of the officials of their Union, who wished them to use the means provided by the agreement for the settlement of disputes. On Wednesday, August 14, the strikers returned to work, pending an investigation as to the interpretation of the clause, in the manner provided by the agreement.

Strike of Garment Workers at Montreal, Que.

On August 9, a strike of garment workers employed by Messrs H. Vineberg & Co., took place at Montreal, Que. According to a report received from the Company, the dispute arose through the discharge of a foreman, the employees demanding his reinstatement and recognition of the Garment Workers' Union. There were 52 workpeople affected, of whom 27 were males and 25 females. On August 15, work was resumed. The firm maintained an "open shop",, but gave the employees the choice of receiving payment by the piece or by the week.

On August 20, another strike of garment workers was declared at Montreal. According to a report received from the secretary of the union there were 4 firms affected by it and about 400 employees, 3 firms and 366 workpeople being directly affected. The strikers included 182 males and 44 females over twenty-one

years of age, and 94 males and 46 females under twenty-one years of age. The cause of the dispute was the refusal of the employers to grant demands for a week of 55 hours for men and 51 for women, weekly payment of wages, and payment by the time instead of by the piece, abolition of the contracting system, and recognition of the union. One firm employing 60 male and 50 female workers reported that the strike in their factory was terminated on August 24, a satisfactory arrangement having been reached. No settlement was reported during the month with regard to the other firms involved.

Strike of Cotton Mill Workers at Valleyfield, Que.

On August 14, a strike of employees of the Montreal Cotton Company took place at Valleyfield, Que., and continued until the evening of August 24, when it was decided to refer the matters in dispute to a Board of Conciliation and Investigation under Clause 63 of the Industrial Disputes Investigation Act, 1907; and work was resumed on Monday August 26. The strike appears to have been the result of misunderstanding respecting an agreement between the male spinners and the management. In their application for a Board of Conciliation, several demands and claims were made by the employees relating chiefly to the working conditions in the mill. The Company stated that from 2,500 to 3,000 workpeople were affected by the strike, but the employees placed the number at 2,200, of whom 950 were males and 1,250 females. There were 250 males under 21 years of age.*

Strike of Structural Iron Workers at Cap Rouge, Que.

On August 9, about 130 structural iron workers employed by the Phœnix Bridge Company on the Quebec bridge at Cap Rouge, Que., declared a strike. The men had been receiving 50 cents per hour, with their passage home and back, but on account of rainy weather they had not been earning more than $18 or $20 per week for five or six weeks. Some of them, dissatisfied with the loss of time through rain, wished to leave, but the company refused under these circumstances to pay their return passage money. The other employees stopped work in sympathy. Work was resumed on August 12, the weather having become finer, and no further trouble of this nature arose.

Strikes in the Building Trades at Galt, Ont.

On August 23, a strike of 12 stonemasons working on the construction of the addition to the C. Turnbull Company's knitting mill took place at Galt, Ont. It was stated by the contractor that his men were ordered to stop work by the walking delegate of a local organization of building trades, not the masons' union, because he refused to discharge some labourers who did not belong to the labourers' union. After waiting until August 28 for his men to return, the contractor declared his intention to fill their places with non-unionists. On August 26, about 12 bricklayers and labourers working on the same job stopped work on account of the employment of non-union carpenters. No settlement of either of these disputes was reported at the close of the month.

Strike of Telegraphers at Montreal, Toronto, and Winnipeg.

A general strike of commercial telegraphers which commenced in the United States, spread to Canada on August 13, when telegraphers employed by the Great North Western telegraph Company at Quebec, Montreal, Que., Toronto, Ont., and Winnipeg, Man., refused to take messages from points in the United States where the strike was in progress. About 38 male and 37 female operators were involved in the dispute at these places. No settlement of the strike took place during the month, but a few days after the employees went out, the Company claimed that they had a sufficient number of operators to handle the business.

* An account of this dispute is given in the article "Industrial Disputes Investigation Act, 1907. Proceedings under the Act during August," on another page of the present number.

Other Disputes.

A strike of 14 *granite cutters* took place at Toronto, Ont., on August 22, and continued during the rest of the month. The strikers alleged that they went out, because they had been brought to work under misrepresentations.

A strike of 9 *canoe makers* took place at Peterborough, Ont., on August 13. According to the company, the men objected to the appointment of a foreman without their being consulted. Some of the strikers returned to work after being out for two or three days, and the others returned in the course of the month.

On August 26, at noon, about 60 *longshoremen*, employed by Messrs. Pickford & Black, at Halifax, N.S., stopped work on account of the refusal of a man who had been hired to work with them to join the Halifax Longshoremen's Association. On the following day, according to a report received from the union, the employee, who was the cause of the strike, joined the Association and work was resumed.

On August 17, about 37 *garment workers*, of whom 15 were female employees, were paid off and discharged by the Scotland Woollen Mills Company, at Winnipeg, Man. According to a report received from the Garment Workers' Union, no reason was given for their dismissal, but it was alleged that the employer had declared he did not want a union shop any longer. It was stated by the manager of the company that the employees were paid off on account of stock taking and dullness of business. When trade revived he endevoured to get back his old employees as circumstances warranted, but they refused to return unless all were taken back, thinking that they had been locked out. The company then tried to procure other workpeople in their stead.

On August 6, at noon, about 140 *longshoremen* employed on the docks at Montreal in discharging coal, stopped work. These men were working for the Inverness Railway and Coal Company and the Nova Scotia Steel & Coal Company. The strike arose from their desire to be paid at once the bonus of 2½ cents per hour which had been promised at the end of the season by the Shipping Federation. As their employers did not belong to this Federation, they had not signed the agreement. The demand of the strikers was granted, and they returned to work the next morning.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada which began or were in continuance during the month of August, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during August, 1907.

ONTARIO REPORTS.

Co-operative Experiments in Agriculture.

Twenty-Eighth Annual Report of the Ontario Agricultural and Experimental Union, 1906. Toronto; King's Printer, 1907, Pages, 84.

The report of the Ontario Agricultural and Experimental Union for 1906, indicates steady progress in the movement for co-operation among the agricultural workers of the Province, with regard to scientific experiments in raising the products of their farms. These experiments were first undertaken systematically by 12 members of the Union in 1886. Twenty years later, in 1906, there were about 3,700 experimenters in the division of agriculture alone. In 1894, the co-operative work was extended to horticulture, and in recent years experiments have also been undertaken in agricultural chemistry, farm forestry and poultry raising. In 1906, material for co-operative experiments was furnished to 4,700 farmers in all, and including those still experimenting with material received a year or two before, there were about 5,700 persons in all conducting co-operative experiments under the direction of the Union in 1906.

The Report contains papers on the experiments conducted in the different branches of farming, and a few others

on miscellaneous subjects of interest to members of the Union which were read at their annual meeting.

BRITISH REPORTS.

Factory Labour in India.

Report of the Textile Factories Labour Committee, appointed by the Government of India, December, 1906, to enquire into the conditions of Factory Labour in India, with Appendices. London: Wyman and Sons. 1907. Price 9d.

In December, 1906, the government of India appointed a committee to investigate conditions prevailing in the textile factories in that country, and to consider especially the advisability of limiting the working hours of adult males, requiring the working children to have certificates of age and fitness, raising the minimum age of children in factories and appointing a separate staff of medical factory inspectors. With regard to these matters, the committee recommended that certificates of age and physical fitness for employment be required prior to half-time employment, and prior to employment as an adult; that the names of all persons under the age of 16 years be entered in the prescribed register, but that certificates of age and physical fitness be only required up to the age of fourteen years; that the period of employment be either between the hours of 5:30 a. m. and 6 p. m., or 6 a. m. and 6:30 p. m., or where the day shift system is in force between 5 a. m. and 8 p. m., but the actual time for male adults should never exceed twelve hours a day; and that medical inspectors whose whole time should be devoted to their duties under the Factories Act be appointed. Various other recommendations were made by the committee, including the prohibition of night work for women and provision for the instruction of half-time children on the mill premises by elementary teachers to be paid by the mill owners.

Labour Legislation of British and Foreign Countries.

Bulletin of the International Labour Office. Vol. 1., Nos. 1, 2, 3, London, Eng.: The Labour Representation Printing & Publishing Co., Ltd. Page, 152.

The International Labour Office, an association with headquarters at Basle, Switzerland, which has for one of its chief objects the periodical publication of labour laws of all countries, has just commenced to issue a bulletin in the English language dealing with this branch of legislation. Similar bulletins of the International Labour Office have been published in French and German since 1902. The English edition is merely a translation of these, the first volume corresponding closely with volume V. of the French and German bulletins.

In addition to synopses and lists of a large number of labour laws which have been recently enacted in various countries, the first English bulletin contains the text of the British trade Disputes Act, 1906; the British Workmen's Compensation Act, 1906; the Natal Immigration Restriction Act, 1903, and the Apprenticeship Act, November 21, 1905, of Zurich, Switzerland. Among other features of the Bulletin, there is a chapter dealing with parliamentary action and proceedings on labour matters in the principal countries of the world, copies of resolutions of national and international congresses, a bibliography of recent publications on industrial questions, official and private, and notes concerning international labour treaties, which have appeared in recent French and German editions of the Bulletin.

UNITED STATES REPORTS.

Industrial Conditions of North Carolina.

Twentieth Annual Report of the Bureau of Labour and Printing of the State of North Carolina, 1906. Raleigh; State Printers, 1906. Page, 350.

In the Annual Report of the North Carolina Bureau of Labour and Printing for 1906, it is stated that the returns received show a material advancement along industrial lines in the State, and in the actual conditions among the labouring classes in the manufacturing districts. With reference to child labour, it is claimed that there is as little of it in North Carolina as in the New England States, and that the manufacturers, in the main, have co-operated with the State in carrying out the Child Labour Act of 1903, which prohibits the employment of any child under twelve years of age in any factory or manufacturing es-

tablishment within the State, and declares that sixty-six hours shall constitute a week's work. It is recommended that this law be supplemented with a Compulsory Education Act, providing that all children between the ages of six and fourteen years should attend regularly the public schools. Other recommendations are that no child unable to read and write be permitted to work in any mill or factory, unless a widowed mother or totally disabled father is dependent upon the labour of such a child; and that no child under fourteen years of age be permitted to work in any factory between the hours of 7 p. m. and 6 a. m. That ten hours shall constitute the maximum day's work for all manufacturing establishments in the State, and that all manufacturers and others addressed for information by the Department for its annual report be required to answer promptly each question fully and accurately to the best of their knowledge and belief.

Industrial Conditions of Minnesota.

Tenth Biennial Report of the Bureau of Labour of the State of Minnesota, 1905–1906. Minneapolis: Harrison & Smith Co., 1907. Page, 534.

The subjects dealt with in the Tenth Biennial Report of the Minnesota Bureau of Labour comprise factory inspection, industrial accidents, child labour, inspection of foot block of railroad switches, labour organization, including statistics of wages and hours of labour; employment bureaus, iron ore mining in Minnesota, mine inspections, census of manufactures, and labour laws. The report contains the following recommendations: The passage of an act absolutely probibiting the employment of children under 14 years of age, except during vacation, and prohibiting the employment of children under 16 years of age who have not completed the studies prescribed by law, unless the labour of such a child is necessary for the support of a dependent family, in which case a permit might be issued by the school authorities. The prohibition under all conditions and circumstances of the use of basements of buildings for the manufacture of food products. Provision for the inspection of all railroad switches in the State oftener than once a year.

OTHER REPORTS RECEIVED.

Canada.—Geological Survey of Canada. Section of Mines. Annual Report of the Mineral Industries of Canada for 1905.

Ontario.—Report of the Special Investigation on Horse Breeding in Ontario, 1906.

Second Annual Report of the Ontario Vegetable Growers' Association, 1906.

Loan Corporations' Statements, being Financial Statements made by Building Societies, Loan Companies, Loaning Land Companies and Trusts Companies for the year ending 31st Decemebr, 1906.

Alberta.—Annual Report of the Department of Public Works of the Province of Alberta, 1906.

Great Britain.—Second Report of the Departmental Committee appointed to enquire into the Ventilation of Factories and Workshops; Part II, Appendix.

Argentine Republic.—Boletin del Deparatmento Nacional del Trabajo, No. 1, Junio 30 de 1907.

Austria.—Bericht uber die Tatigkeit des K. K. Arbeitsstatischen Amtes in Handelsministerium wahrend des Jahres 1906.

Arbeitszeitverlangerungen (uberstunden) im Jahre 1906 in Fabriksmaszigen betrieben.

Die Arbeitszeit in den Fabriksbetrieben Oesterreichs.

France. — Publications de l'Association Internationale pour la Protection légale des Travailleurs, No. 5. Compte rendu de la Quatrième Assemblée Générale de l'Association Internationale pour la Protection legale des travailleurs, tenue a Genève les 26, 27, 28 et 29 Septembre, 1906.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

PRIVY COUNCIL CASE.

Appeal in damage suit dismissed.

IN the case noted at page 941 of the February, 1906, number of the *Labour Gazette*, the Privy Council has recently dismissed an appeal by the plaintiff from the judgment of the Court of Appeals, hereby an appeal by defendants, the Montreal Light, Heat and Power Company, was allowed and the action dismissed.

(Duffy v. Montreal Light, Heat and Power Co.; 1st August, 1907).

ONTARIO CASES.

Accident due to dangerous plant.

Plaintiffs were workmen in the employ of the defendants at their gas works in Toronto. The defendants use what is called the "oxide" method of purifying gas manufactured by them. This requires the use of large purifying tanks, through which the gas entering at the bottom forces its way upward through trays until it reaches the top or lid, and then passes down through an exit tube and out into the next purifier, or to be further dealt with. This "oxide" method is based upon "the property of the hydrated oxide of iron to decompose sulphuretted hydrogen, a portion of the sulphur forming a sulphide with the iron." When a sufficient quantity of gas has passed through this mixture in the tank, the tank is opened—either for the purpose of exposing the mixture to the air, so as to fit it for additional work, or for removing the mixture and putting in a fresh supply.

On 8th September, 1906, the plaintiffs with other workmen, and all under the direction of a Mr. Wright, were at work in and about the lifting of the large cover of one of these purifying tanks. When the cover or lid was raised 3 or 4 inches, the contents of the tank took fire, flame burst out, enveloping the plaintiffs and other workmen, and the plaintiffs were all seriously injured. At the trial the jury found in favour of the plaintiffs with damages as follows:—Dodds, $3,000; Mills, $750; Heard, $500, and Webster, $2,000.

On motion for judgment upon the verdict of the jury, defendants contended that there was no evidence of negligence proper to be submitted to the jury and that the verdict was against the evidence and the weight of evidenc. A question was further discussed whther the plaintiffs could recover at Common Law or were confined to their remedy under the Workmen's Compensation Act, the difference consisting in the amount of damages recoverable.

In giving judgment the trial Judge held that there was evidence of negligence which could not properly be withdrawn from the jury, and upon which the jury could find as they did. He further held that the tank with its contents was dangerous, that the danger of explosion or of fire coming from it was something the defendants ought to have known, that some means should have been adopted for the protection of the men, who were ignorant of the danger, and that the system was not a safe system. He further held that the plaintiffs were entitled to recover as at Common Law and entered judment in favour of the plaintiffs in accordance with the verdict.

(Dodds and others v. Consumers Gas Co.; 6th May, 1907; Britton, J.)

Accident due to breaking of lubricator glass.

Plaintiff was a locomotive engineer in the employ of the defendants, and on February 1st, 1907, while he was in the St. Thomas yards ready to go out on an express, the lubricator glass in his engine burst, the glass striking his left eye, and permanently injuring it, while his head was cut and bruised. The sight of his right eye was also affected. Plaintiff claimed that the defendants were

through negligence, responsible for the breaking of the glass. One of the reasons for this contention was that what is known as the "equal supply" oil can system is a bad practice. It provides that each engineer is to have his own can, with his name on it, and for each round trip is allowed three pints of oil. If any oil is left on arrivng at the destination the oil is to be drawn out of the lubricator and returned to the can to be used on the next trip. It was claimed that this drawing off of the oil weakened the glass and made it liable to break. The glass, it was also contended, was of poor quality, being cut instead of needled at the ends, and was not covered with a shield.

At the trial several patterns of shields used on other roads were submitted, and it was asserted by the plaintiff in his evidence that if one of these had been in use on his engine it would have saved his eye. The jury found that the glass was not of the best quality and that defendants were negligent in not providing shields for the glasses, and awarded plaintiff $3,600 damages.

(Fulton v. Michigan Central Railway; 26th April, 1907; Anglin, J.)

Fined for quitting post.

In connection with a strike of workmen at the plant of the Imperial Paper Mills Co. at Sturgeon Falls, William Murray, a dynamo tender, who went out on strike with the others, has been fined $10. and costs for deserting his post and endangering the property of employers.

(Rex v. Murray; 15th August, 1907; Police Magistrate.

Damages for loss of an eye

At the spring assizes at London, John Miles, who sued on behalf of his 16 year old son, was awarded $600 damages against the defendants for the loss of an eye. The boy was running a planer in the defendants' factory when a small piece of wood was thrown from it, striking him in the eye and destroying the sight.

(Miles v. Sherlock-Manning Organ Co.; 5th May, 1907.)

Employee not liable to dismissal for mistakes.

In the course of a decision delivered in a case in the Division Court at Toronto in which Robert Forbes claimed a week's pay from the Russell Hardware Company for summary dismissal, the Judge held that "a man may be dismissed without notice for disobeying orders but not for making mistakes." Forbes was employed as shipper, and the company claimed they dismissed him on account of mistakes he made in connection with his duties.

(Forbes v. s., Russell Hardware Co.; 29th May, 1907, Morson, J.)

QUEBEC CASES.

Action for damages dismissed.

Plaintiff, the widow of a painter employed by defendants, brought action to recover $10,000 damages for herself and infant child for the death of her husband, caused, as it was alleged, by the negligence of the defendants.

Plaintiff's husband who had been working on the outside of the elevator cage tinting the ceiling, was found hanging from the side of the elevator and dead, having had his head caught in an opening 7½ feet above the floor where the grating surrounding the elevator ceased.

Plaintiff claimed that there was negligence on the part of the defendant in having this opening at the top of the elevator cage near the ceiling in which deceased's head had been crushed by the counterpoise.

The Court found that this opening did not constitute a danger to the guests or employees of the hotel, at the distance it was from the floor; that it was not necessary for the deceased to insert his head therein for the purposes of his work and that some other motive must have induced his so doing. The defendant and its employees were exculpated from all responsibility in the premises.

(Bessette v. Queen's Hotel Company; 30th May, 1907; Dunlop, J.)

Responsibility of ship-owners for members of their crew.

An important judgment was rendered recently in the Superior Court of Mon-

treal dealing with the responsibility of shipowners. Actions for $3,000 each were taken by the fathers of two young men who perished on board of the tug "Mersey" when that vessel foundered on her way from Quebec to Seven Islands last year.

Grenier, a cook by occupation, and Martel, a blacksmith, had seen engaged by defendant to go and work at Seven Islands, but were to form part of the crew of the tug on the way down. When the tug was within a few miles of Rimouski, she met with a storm, and soon commenced to leak to such an extent that the captain declared that they were lost. According to the allegations of the plaintiffs, the captain, named Gagnon, seemed to have lost his head from that moment. In the confusion that followed, Barros, the mate, and Lamothe, the engineer, were found to be in the life boat, and they called to the captain to join them, which he did. The three rowed away and were saved, while the five remaining inexperienced members of the crew perished with the boat when she foundered. On these allegations the actions were taken, the plaintiffs basing their claims on the ground that the vessel was unseaworthy and that the captain did not do his duty in the premises.

In rendering judgment the Court found these two contentions to be well founded In the first place, the evidence showed the tug to bave been old and rotten, some witnesses declaring they would not have trusted it to go from Quebec to Levis. As regards the other point, it was the duty of the captain to command the crew and organize some means of saving them all. Under those circumstances, the owner of the "Mersey" must be held responsible for the damage caused to plaintiffs by the death of their sons.

The Court assessed those damages at $700, in the case of Grenier, and at $400, in the case of Martel.

(Grenier v. Connolly; Martel v. Connolly; 15th June, 1907, Lafontane, J.)

Value of instruction in automobiles.

The plaintiff was engaged by defendants to look after their workshop on Stanley Street, Montreal. He gave up his place of business on Alexander St., in order to work for defendants. He was to make all the repairs to automobiles for the defendants and for their customers and for his own customers. He was to make up the bills for the value of his services and be paid by defendants, allowing them ten per cent on the value of his work. Before doing his own work he would have to do the work of the defendant Company. Among other things he was supposed to teach the manager of the company the theory of mechanical parts and how to run automobiles.

Plaintiff by his action claimed $654, for his work and for teaching. He also claimed damages, alleging that he was dismissed in April, 1906. The Company contended that he was not dismissed, but had left of his own accord. One of the issues on which considerable expert testimony was made was the claim for teaching, for which plaintiff claimed $2 an hour. The defendants offered him sixty cents per hour on this item. The Court, after hearing some of the leading automobilists on the point ruled that plaintiff should be allowed $1 an hour for his teaching and for imparting to the manager his knowledge in connection with the science of automobiles.

The Court refused plaintiff's claim for damages but maintained the action in other respects and awarded him the sum of $593.

(Lacombe v. Ross and Automobile Company; 2nd July, 1907: Martineau, J.)

Application of by-law re. masters and servants.

During the recent strike of longshoremen, at Montreal, ten men were arrested on the charge of deserting the service of the Shipping Federation, by whom the men were engaged in Scotland and brought to Canada to work on the wharves.

The charge was laid under Civic By-Law No. 20 relating to Masters and Servants.

It appeared by the evidence that although the men had been brought to Montreal by the Federation, they had

been turned over to the stevedore of the Dominion and Leyland lines, for whom they were working previous to the strike.

The Recorder discharged the accused and in doing so rendered the following judgment.

"I find the agreement sufficiently proved, and also the desertion of service, but the facts disclose that the defendants, on their arrival, worked on the Dominion line of steamers, under and for the complainant personally, and not for the Shipping Federation of Canada. The interests of the Shipping Federation of Canada are the interests of the different shipping companies represented in it, and it serves a useful purpose in unifying in itself interests that are common to those different companies. Among other things, it has engaged labourers in Scotland for the conveinence of shipping companies in Montreal. It contracted with these men to give them "any work which they have at their disposal" and the workman "will attend at Montreal or elsewhere upon vessels and wharves indicated" by it.

A general reading of the agreement gives the impression that the workmen were engaged to work for and under the direct supervision and direction of the Shipping Federation. The proved facts, however, do not co-incide with this impression. The Federation brings the men here and provides them with work. The men acquire new masters, who pay them, engage them, dismiss them, assign their duties and hours of labour. The men pass out of the employ of the Federation, if ever they were in it, and engage in other employ. Can it be said that there is now any *lien de droit* between these men and the Federation? It seems to me that it has ceased and lapsed by the Federation furnishing work which it had at its disposal, and that its relation to these men is precisely similar to that of a friendly organization bringing immigrants over to Canada and finding work for them.

But even if it is granted that the Federation still had some legal control over these men, the equally important question remains; Can the men be dealt with under By-Law 20? Let us put this question bearing in mind that the by-law is a penal one, and that under the well-known rule of law its scope cannot be widened.

The By-Law in question is one between masters, on the one hand, and apprentices, servants, journeymen, domestics and labourers on the other. It provides punishment for desertion of service and other offences. It only applies between the actual master and the servant. If the master ceases to be the direct employer, his rights under this by-law also cease. The by-law does not contemplate or provide for a dual responsibility by the servant. These men passed from the employ of the Shipping Federation to the employ of Peter Warwick Ferns, and the latter can only plead his own rights as a master. In any event, the company cannot now invoke this penal by-law, which only applies to the actual master and servant. The defendants are therefore discharged."

(Ferns v. Crichton et al.; 22nd May, 1907; Weir, Recorder.)

MANITOBA CASE.

Liability of directors of company for wages of employees.

The plaintiff was a workman who had been in the employment of the Drake Lumber Company, Limited. He recovered judgment against the Company for his wages, and execution having been returned *nulla bona* he brought this action against four of the directors of the Company under Section 33, chapter 30 R.S.M., 1902, which is as follows:

"The Directors of the Company shall be jointly and severally liable to the labourers, servants and apprentices thereof.....for all debts not exceeding one year's wages due for services performed for the Company, whilst they are such directors respectively.."

Two of the Directors, Stuart and Drake, defended the action on the ground that they never were directors within the meaning of Section 27 of the above Act, which is as follows:—

"No person shall be elected or appointed a director unless he is a shareholder owning stock absolutely in his own right and not in arrears in respect of any calls thereon."

The only stock held by Stuart was transferred to him pursuant to a written agreement as collateral security for a note he had endorsed for the Company. A certificate had been issued by the Company in Stuart's favour in the ordinary absolute form, but Stuart always held the stock under the agreement as collateral security only. Drake held the stock in trust for his father, and had no interest personally in it. Both so far as form was concerned, had been regularly appointed directors and attended meetings of the directors as such.

Defendants claimed that Section 33 is penal and should be strictly construed, and that as they were not directors *de jure* payment could not be enforced against them. The court held that as neither Stuart nor Drake held stock in their own right they were incompetent to be legally elected directors. Following Huntingdon v. Attrill, (1893), A.C., 150, it was held that Section 33 is not penal but remedial, being only the withholding from directors in respect of wages of the freedom which the Statute would otherwise give them from personal liability for all debts of the Company. Had these two directors not acted others would have been elected against whom plaintiff could have claimed. Stuart and Drake, having acted as Directors, were held to be estopped from disputing that they were legally qualified to hold the office they preten-

ded to hold, and the judgment of the County Court against them in plaintiff's favour was affirmed.

(Macdonald v. Drake, 22nd October, 1906, Court of Appeal).

BRITISH COLUMBIA CASES.

What is an accident?

An appeal was recently made from the judgment of Hon. Mr Justice Morrison on a case stated to him by Stipendiary Magistrate H. O. Alexander, arbitrator under the Workmen's Compensation Act, 1902, who had found in favour of the plaintiff, but reserved decision on a point of law for a supreme court judgment.

The applicant, Neville, was employed by Messrs. Kelly Bros, and Mitchell as a steel cutter, and while chipping steel plate with a cold chisel, a piece of the chipping flew up and struck him in the left eye, of which he lost the sight.

The arbitrator came to the conclusion that the occurrence was an accident within the provisions of the Act and entitled to relief accordingly.

At the request of the respondents, the question was submitted to Mr. Justice Morrison; Did the flying up of the piece of steel and its entrance into the applicant's eye, thereby doing serious injury, constitute an accident?

His Lordship, following a decision of the House of Lords, held that it was, and the Full Court, after hearing the evidence, were of the same opinion and the appeal was dismissed.

(Neville v. Kelly, 10th June, 1907, Full Court).

Accident due to breaking of rope tackle

Plaintiff was employed by the contractors for the new post office at Vancouver in connection with the handling of bricks and mortar on a scaffold. It was his duty to receive the mortar skip operated by a derrick, and while in the act of carrying out these duties the rope tackle broke and plaintiff was badly injured.

At the trial the jury took the view that the accident might have been avoided if the rope had been inspected at reasonable intervals, and awarded plaintiff $5,000 damages.

(Dutton v. Kelly Bros. & Mitchell; 1st June, 19[illegible].)

ENGLISH CASE.

Divulging secrets of master's business.

The defendant entered the service of the plaintiffs as a traveller under an agreement by which he agreed that he would not at any time thereafter "divulge or make known any of the trusts, secrets, accounts, or dealings of or relating to" the plaintiffs' business.

Upon leaving the plaintiffs' service, he entered the service of the co-defendants, who knew of the terms of the above agreement, and he kept a list of the plaintiffs' customers in the district in which he travelled and divulged to a considerable extent to his co-defendants the terms upon which the plaintiffs did business.

The Court held that the plaintiffs were entitled to an injunction against both defendants, an order for delivery up of papers and books, and damages.

(Summers & Co. Ltd., v. Boyce et al.; 2[illegible]h July 1907, Swinfen Eady ,J.)

THE

LABOUR GAZETTE

OCTOBER, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF SEPTEMBER, 1907.

I.—GENERAL SUMMARY.

EMPLOYMENT was very active throughout Canada during September. The demand for men in connection with the western harvest, and for railway construction and coal mining operations, was in excess of the supply. Compared with the corresponding period of 1906, however, the general shortage of help was less pronounced, as a result largely of the diminished agricultural yield and the continued stringency in the money market. The effect of the latter was felt especially in the manufacturing industry and in the building trades. In the remaining industries and trades, conditions continued very busy. The returns from the fisheries of the Maritime Provinces will be heavier than in many years past, though in British Columbia the pack of salmon has been very light. Metalliferous mining was very busy throughout Canada, except in certain portions of British Columbia which were effected by a shortage of coke. In the lumbering industry, the outlook is for smaller cuts during the coming winter season than in the preceding year. As evidencing the general prosperity of trade and industry, the amount of freight handled by the railway and other transportation companies in the past few weeks has been greater than at any previous period in the history of the Dominion. The extensive railway construction operations at present in progress or protected will ensure employment to many thousands of workpeople for some time to come, several large contracts being withheld until facilities for carrying out the work have been increased.

Changes in Wages and Hours of Labour.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours of labour, information concerning which was received at the Department during September:—

Mining.—A two years' agreement was signed between the Western Fuel Company and coal miners in its employ. Under its terms, the men employed underground are not required to pay for transportation to work, amounting to about $1.00 per month. The bonus of 10 per cent. per month which was granted some time ago was extended by the company for two years, and is in addition to the scale of wages mentioned in the agreement.(1)

Metal, engineering and shipbuilding.—Tinsmiths (40) in the employ of six firms at Calgary, Alta., had their wages increased from 40c. to 42½c. per hour.

Printing.—A three-years agreement was concluded at Guelph, Ont., between employing printers and the local Typographical Union, by which an increase of 50 cents per week will take effect on October 1, with a further increase of 50 cents per week on October 1, 1908, and

(1) A copy of this agreement is published elsewhere in the present issue under the heading "Recent Industrial Agreements."

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

a further increase of $1.00 per week on October 1, 1909. (2) Stereotypers employed in newspaper offices at Toronto, Ont., received an advance in wages.

Food and tobacco preparation.—Malsters at Toronto,Ont.,received an increase from $11.50 to $12.50 per week in their wages.

Leather.—Harness makers at Victoria, B. C., were granted an increase from a scale of $2.50 per day of 10 hours to a scale of $3.00 per day of 9 hours.

Railway employees.—Employees in the shops of the Père Marquette Railway Company at St. Thomas, Ont., to the number of 72, were increased 2 cents per hour in the case of machinists and boilermakers, and 1 cent per hour in the case of blacksmiths, machinists' helpers, carpenters and handymen. Boilermakers (140) and machinists (600) employed by the Canadian Pacific Railway Company west of Fort William, Ont., had their wages increased dating from September 1. (3)

I. C. R. freight handlers at Halifax received an increase in wages. (4)

C. P. R. firemen, west of Fort William, Ont., were granted a new schedule dating from July 1, 1907, and involving an increase in wages. (2)

Transport.—Street railway employees (9) at Peterborough, Ont., received an advance in wages of 10 cents per day. Teamsters and other fuel yard employees at Hull also received an advance.

Cost of Living.

As a result of the high price of hay and other fodder, the price of milk was advanced at a number of points throughout Canada. At Montreal, Que., 10 cents per quart were asked, and in several other localities the price was higher than ever before reported. Coal advanced by 25 to 50 cents per ton at several points. Flour and bread were upward. It was estimated that in the city of Montreal alone an additional expenditure of over $400,000 would be entailed by the advance in bread, milk and fuel during the coming winter season, bread being one cent more per loaf, coal 25 cents more per ton, and milk three cents per quart more than at the same period in 1906.

Owing to a crop shortage, the pack of canned vegetables, it was reported, will be small, and will be held at advanced rates. Fruit of all kinds has been exceptionally high in price.

A result of the high price of coarse grains was an increase in the supply of hogs and other live stock offered, and consequent decline in meat prices, farmers finding it more profitable to dispose of the grain direct than by feeding it.

The market for structural material continued active, with mills and factories producing to their full capacity and prices well maintained.

There has been a gradual recession in the prices of metals, including lead, tin, copper and antimony.

In connection with the return of students to the leading educational centres, it was reported that board and lodging showed a considerable advance compared with previous years.

Interruptions to Industry.

The number of trade disputes in existence during September was one less than in the previous month, and there was a decrease of approximately 37,960 in the number of working days lost. Compared with September, 1906, there was a decrease of four in the number of trade disputes, and a decrease of about 35,240 in the number of working days lost.

Among industrial establishments, etc., destroyed by fire or through other causes during August, 1907, the following, as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Warehouse at Amherst, loss $1,000; brick and tile factory at New Glasgow, loss, $100,000, 75 men thrown out of employment; dynamite magazine at North Sydney; building plant at Pugwash, loss $20,000; church at Sydney, loss, $22,000; stores and residences at Waterford.

New Brunswick.—Saw-mill at Grand Bay, loss, $15,000

Quebec.—Albert mills at Barachois; spice mill at Montreal, loss, $10,000; Stores at Papineauville, loss $6,000; barns of Macdonald College at St. Anne de Bellevue, loss, $35,000; hospital and stores at St. Hyacinthe, loss, $18,000; boardinghouse at St. Lambert, loss, $6,000; store at Waterloo, loss, $1,500.

(2) A copy of this agreement is published elsewhere in the present issue under the heading "Recent Industrial Agreements."

(3) See report of Winnipeg correspondent.

(4) See report of Halifax correspondent.

Barns at Martinville and Sutton.

A collision occured on the St. Lawrence below Quebec, Que., between the steamers Mongolian and Horona, causing heavy damage to the former vessel.

Ontario.—Planing mill at Chatham, loss, $12,000; separator at Dover; grain elevator at Fort William, loss, $5,000; livery stable at Mount Forest; dye works at Peterborough, loss, $7,000, 40 workmen thrown out of employment; barge mills at Port Hope; saw-mill at Stoney Lake, loss, $2,000; Elskino hotel at Stony Creek loss, $3,000; photograph gallery at Toronto; printing establishment at Toronto, loss $30,000.

Barns at Belleville, Comber, Chatham, Cairo, Erin, Forest, Glencoe, Heward, Mallorytown. Middleport, Nissouri, Petrolea, Plympton, Raleigh, Sandwich, South Tavistock, West Williams and Wingham.

The steamer Edmonton laden with 75,000 bushels of wheat foundered in the St. Lawrence near Belleville. The steamer Picton was burned at her wharf at Toronto, loss, $100,000.

Manitoba.—Offices and stores at Griswold, loss, $25,000; Peat fuel works at Lac du Bonnet, loss, $40,000 warehouse at Winnipeg, loss $20,000.

Alberta.—Business block at Lacombe, loss, $5,000.

British Columbia.—Business block at Vancouver, loss. $100,000.

Conditions in the Industries and Trades.

Conditions of employment during September in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture

Agriculturists throughout Canada were very busy harvesting. Wheat cutting became general in the northwest provinces in the opening days of the month, and had been completed in many sections by October 1; threshing became general in the closing weeks of the month, the harvest being on the whole about 20 days later than last year. About 21,000 men from Ontario and the eastern provinces were engaged in this work. The supply of harvesters in Alberta and Saskatchewan was well maintained, but a scarcity was complained of in Manitoba,* Reports of damage by frost to the standing crops, especially in the Province of Saskatchewan, were received and confirmed; but it was impossible to estimate the extent of the damage at the close of the month. Estimates made of the western wheat yield ranged between 75,000,000 and 82,000,000 bushels. The increase in the price of grain, it is thought, will tend to equalize returns as compared with 1906. A further result of the lateness of the western harvest was a marked falling off in grain shipments, as compared with September, 1906, the decrease amounting to several million bushels. Cattle shipments from western Canada are also expected to show a falling off as compared with 1906. In Ontario, threshing was actively in progress, and the grain was being rapidly marketed owing to the prevailing high prices. Estimates of the yield did not vary from the previous month‡ Corn and roots were turning out well. The high price of fodder and coarse grains has induced the marketing of live-stock on an extensive scale. Good progress with fall ploughing and seeding was made. In Quebec and the eastern provinces, wet weather and a scarcity of farm help impeded operations, and the hay and potato crops have suffered.

The drought in Ontario during August and September had the effect of diminishing the fruit yield by from ten to twenty per cent. Weather conditions were more favourable in Quebec, and were very favourable in Nova Scotia and British Columbia. Apples and plums suffered to an unusual extent from "drops." Pears and peaches will be a light crop. Insect pests were considerably fewer than last year. Prices will be well maintained, notwithstanding the curtailment of consumption in foreign countries. Apple barrels were selling at 35 to 40 cents each.

At a convention held in Toronto, Ont., the Farmers' Association of Canada and the Dominion Grange were amalgamated.

At a meeting held at Toronto, Ont., on August 31, a Dominion organization of milk producers was formed, the organization to be composed of the presidents and secretaries of local milk producers' associations, and the object being to secure united action in all matters affecting the interests of milk producers.

The annual meeting of the Pomological and Fruit Growing Society of Quebec was held at St. Jean Port-Joli, Que., September 24 and 25.

* See report of Winnipeg correspondent.

‡ See *Labour Gazette* for September, p. 247.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and in dustries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Active	Active	.....	Very busy	Very busy	.....	Active
Westville	Busy	.....	.....	Very busy	Busy	.....	.....
Halifax	Active	Active	Active	.....	Active	.....	Busy
Amherst	Active	.....	Quiet	Busy	Very busy	.....	Active
Prince Edward Islands—							
Charlottetown	Active	Active	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Busy	Active	.....	.....	Busy	Busy	Active
Chatham	Quiet	Busy	.....	.....	.....	.....	Active
St. John	Active	Active	Very busy	.....	Busy	.....	Busy
Quebec—							
Quebec	Busy	.....	Very busy	.....	.....	Busy	Busy
Sherbrooke	Very busy	.....	Busy	Very busy	Busy	Active	Very busy
Three Rivers	Busy	.....	Very busy	.....	Busy	.....	Busy
St. Hyacinthe	Active	.....	.....	.....	Busy	.....	Quiet
Montreal	Active	.....	.....	.....	Very busy	.....	Busy
Maisonneuve	.....	.....	.....	.....	Busy	.....	Active
Hull	Active	.....	Very busy	Very busy	Busy	.....	Busy
Ontario—							
Ottawa	Busy	.....	Very busy	.....	Busy	.....	Busy
Kingston	Active	Quiet	Dull	Active	Active	Active	Busy
Belleville	Busy	Quiet	Dull	Busy	Busy	Active	Very busy
Peterborough	Busy	.....	Busy	Active	Busy	Active	Active
Toronto	Active	.....	.....	.....	Busy	Active	Busy
Niagara Falls	Active	.....	.....	.....	Busy	Active	Active
St. Catharines	Busy	.....	.....	.....	Active	Active	Quiet
Hamilton	Active	.....	.....	.....	Busy	.....	Active
Brantford	Busy	.....	.....	.....	Very busy	Busy	Busy
Guelph	Busy	.....	.....	.....	Active	.....	Active
Berlin	Active	.....	.....	.....	Busy	.....	Busy
Woodstock	Busy	.....	.....	.....	Busy	.....	Active
Stratford	Active	.....	.....	.....	Busy	Active	Busy
London	Busy	.....	.....	.....	Very busy	.....	Busy
St. Thomas	Very busy	.....	.....	.....	Busy	.....	Active
Chatham	Active	.....	.....	.....	Active	Active	Active
Windsor	Active	.....	.....	.....	Busy	.....	Active
Sault Ste. Marie	Quiet	.....	Active	Active	Busy	.....	.....
Manitoba—							
Winnipeg	Very busy	.....	.....	.....	Active	Very busy	Active
Brandon	Very busy	.....	.....	Active	Active	Very busy	Active
Saskatchewan—							
Moose Jaw	Dery busy	.....	.....	.....	Active	Very busy	Active
Regina	Busy	.....	.....	.....	Active	.....	Busy
Alberta—							
Calgary	Very busy	.....	.....	.....	Busy	.....	Active
Edmonton	Very busy	.....	.....	.....	Busy	Busy	Quiet
British Columbia—							
Nelson	.....	.....	Active	Quiet	.....	.....	.....
New Westminster	Active	Dull	Very busy	.....	Busy	Active	Active
Victoria	Active	Quiet	Busy	Busy	Busy	Busy	Dull
Nanaimo	Busy	Quiet	Busy	Very busy	.....	.....	Dull

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES G., No. 45.

CANADA DURING THE MONTH OF SEPTEMBER, 1907.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or un favourable, as follows: (1) active

Metal, Engineering Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscel laneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Very busy	Active	Very busy
.....	.....	.....	.....	.....	.....	.....	.....	Very busy
Active	.....	Busy	Busy	.....	.....	Busy	Active	Busy
Busy	Busy	Active	Active	.....	.....	Busy	Busy	Active
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	Busy	Active	Active	Active	Quiet	Very busy	Busy	Very busy
Active	Active	.....	Active	Active	.....	Active	.....	Quiet
Active	Busy	Active	Busy	Active	.....	Busy	Busy	Busy
Active	.....	Busy	Quiet	Busy	Quiet	Very busy	Very busy	Very busy
Busy	Busy	Busy	Busy	Busy	.....	Busy	Busy	Busy
Busy	.....	Active	Busy	Busy	Active	Very busy	.....	Very busy
Active	Active	Busy	Busy	Active	.....	Busy	Active	Active
Active	Active	Active	Active	Active	Active	Very busy	Active	Busy
Active	Busy	Active	Active	Acive	Active	Very busy	Active	Quiet
.....	.....	.....	.....	.....	.....	Busy	.....	Busy
.....	.....	Busy	Busy	Busy	Active	Very busy	.....	Very busy
Active	Active	Active	Quiet	Active	Active	Busy	Active	Active
Busy	Busy	Active	Busy	Active	Busy	Busy	Active	Busy
Busy	Active	Active	Active	Active	Active	Very busy	Busy	Active
Busy	Active	Active	Active	Active	Active	Active	Active	Quiet
Active	.....	Active	.....	Busy	.....	Busy	Busy	Active
Active	Active	Active	Quiet	Active	Active	Active	Active	Active
Active	Active	Busy	Active	Active	Active	Busy	.....	Active
Very busy	Busy	Busy	Busy	Busy	Busy	Busy	Busy	Very busy
Active	Active	Quiet	Active	Active	.....	.....	Quiet	Active
Active	Busy	Active	Active	Active	Busy	Active	Active	Busy
Very busy	Busy	Busy	.....	Active	.....	Very busy	Busy	Busy
Active	Active	Active	Active	Active	Active	Active	Active	Active
Busy	Busy	Very busy	Active	Very busy	Very busy	Busy	Busy	Busy
Busy	Active	Active	Active	Active	.....	Active	.....	Active
Active	Busy	Very busy	Quiet	Busy	.....	Busy	.....	Active
Very busy	Active	Busy	.....	Busy	Active	Busy	Active	Active
Very busy	Active	.....	.....	.....	.....	Very busy	.....	Busy
Active	Busy	Quiet	Dull	Active	.....	Very busy	.....	Busy
Active	Active	Active	Active	Active	.....	Very busy	Active	Very busy
Active	Busy	Active	Active	Active	Active	Very busy	Active	Busy
Busy	Busy	Busy	.....	Busy	.....	.....	Active	Active
Active	Active	Active	Active	Active	Active	Busy	Active	Very busy
Active	.....	Quiet	Active	Busy	.....	Busy	Active	Active
.....	.....	.....	.....	.....	.....	.....	.....	Busy
Active	Active	Active	Active	Active	Active	Active	Active	Active
Very busy	Busy	Busy	Active	Active	Active	Very busy	Busy	Busy
Busy	.....	Active	.....	.....	.....	.....	.....	Busy

Fishing.

The quantity of codfish taken during the present season by the Nova Scotia fishing fleets, both on the banks and off the coast, has been more abundant than in several years past. Weather conditions have been very favourable for the boats, though the wet weather during September somewhat retarded curing operations, and a portion of the catch was reported to have deteriorated in quality as a result. Prices for prime cures held firm on an exceptionally high level, though the market for other qualities weakened somewhat with increasing arrivals. With the abundant catches and high prices prevailing, the daily earnings of boats during the present season have frequently reached $60 and upwards.

Conditions in British Columbia were unchanged from last month, the pack of sockeyes having been very light. The price of canned salmon was upward in the British market. The traps off Vancouver Island were operated for cohoes and humpbacks, an extension of time having been granted by the Federal government. Good catches were reported.

Certain general and special fishery regulations in force in the Provinces of Prince Edward Island, Nova Scotia, New Brunswick, Quebec and Ontario, since 1889, and in Manitoba and the Northwest Territories since 1894, were rescinded, and new regulations issued by Order-in-Council dated September 12, 1907. (*)

A station for marine biological research will be established by the Dominion government on the Pacific coast.

Lumbering.

In Ontario and the eastern provinces, the mills continued very busy, the supply of logs being sufficient to guarantee activity until the close of the season. In the Ottawa Valley, owing to the success of the drives, a considerable quantity of logs will be held in certain localities for the season of 1908. Booming and rafting operations in New Brunswick have been carried on under favourable conditions, the recent rains having maintained high water in the streams. Prices have remained very firm. In New Brunswick the outlook is that the cut during the coming winter season, both on the Miramichi and St. John rivers, will be smaller than last year, and that wages will be on a somewhat lower level. In Ontario, also, the increased cost of labour and supplies has had the effect of curtailing arrangements for the cut of 1907-08. The engagement of men for the camps was actively in progress throughout September.

In British Columbia there was a falling off in the demand for logs, and a lessening of the output from the mills, especially in the East Kootenay district, the market for lumber in the northwest provinces having been less active owing to the money stringency and the backwardness of the season. The production of logs during August showed a marked decline as compared with July, but was greater than in August, 1906.

The preliminary examination before the magistrate into the operations of the Retail Lumber Dealers' Association of Alberta was adjourned during September for future investigation and the securing of additional evidence.

In British Columbia, fines were imposed on a number of hand loggers convicted of using steam donkey engines in getting logs out of the woods, in contravention of official regulations.

Mining.

A heavy output was reported from the Nova Scotia collieries, and additional labour of the less skilled classes was in demand at several points. Extensions and development work were actively in progress at several of the collieries. The asbestos and mica mines of Quebec were producing to their full capacity. Additional strikes of oil were reported from the Tilbury region in Southwestern Ontario. Employment at Cobalt, Ont. continued somewhat quiet, as compared with the earlier months of the season. In Northern Ontario and in the Lake Superior district prospecting was very active. The collieries of Alberta and British Columbia were producing to their full capacity, the demand for coal being

* See supplement to Canada Gazette, Sept. 21, 1907.

in excess of the available supply. The monthly pay-roll of the Crows' Nest Pass Coal Company for September was upwards of $189,000. The shortage of coke continued to affect injuriously the metalliferous mines and smelters of the interior of British Columbia, and several plants were forced to curtail operations, though in other respects conditions were very favourable. An official investigation by the provincial government into the cause of the shortage was in progress during September. Labour was in active demand in the several collieries of British Columbia.

Manufacturing.

Conditions among manufacturers showed little change compared with August. Establishments were for the most part running full time, with full staffs and with orders well ahead. The stringency in the money market and the crop shortage in Western Canada had the effect of checking somewhat, in certain localities, the pronounced expansion in progress for some time past. Shipments of manufactured goods, however, have been heavier in the past few weeks than at any previous period.

Owing to the scarcity of fruit and vegetables, short runs were reported at some of the canneries in Ontario. Those of the Niagara district, however, were operating to full capacity, and labour was in demand.

Railway Construction.

Railway construction was being pushed forward with all possible speed, labour being scarce and in demand, especially in the northwest provinces, where the harvest had the effect of diverting a portion of the supply. It was stated that a number of large contracts would be awarded as soon as existing facilities were increased, the majority of contractors being unable to take on additional work except on long-time engagements. Notwithstanding the severe weather of the winter season, and the backward spring, it has been estimated that upward of 1,500 miles of railway track will be completed during the present year, in addition to some 3,011 miles under construction. Some delay was caused during September by a scarcity of structural iron. Railway ties were also scarce and high in price. It was stated that about 250 miles of the double track on the Canadian Pacific Railway line between Winnipeg and Fort William would be available for the grain traffic of the present autumn. A large increase in terminal facilities at the latter place will be begun shortly, the plans including a large elevator and six new freight sheds. Plans have been approved for grade revision on an extensive scale on the Canadian Pacific main line in British Columbia.

A new steamship built on the Clyde for the lake traffic of the Canadian Pacific Railway Company arrived at Quebec, Que., and will be cut in two in order to pass through the canals. A sister ship is to follow.

A system of telephonic marine signals was recently established between the cities of Quebec and Montreal whereby communication with vessels navigating the St. Lawrence between these ports will be continuously maintained, and their progress known to the owners and agents, while the condition of affairs in the river will be indicated to the vessels themselves. The installation and organization of this system has not yet been perfected, though four stations have been established in connection with Montreal and one in connection with Quebec. When completed, there will be eleven stations, all commanding a view of the river channel, and each having a mast for the display of signals. The long distance telephone lines for the service have been installed under contract with the Bell Telephone Company.

General Transport.

The movement of general freight was reported heavier than at any previous time in the history of the Dominion. In Western Canada, receipts of in-bound packages and of coal and other coarse freight were particularly heavy, though out-bound grain shipments were considerably lighter than at the corresponding period of 1906, owing to the lateness of the harvest. Earnings of railway companies, in con-

sequence, were high. On the Intercolonial railway, for example, the gross receipts for the month of August totalled $859,000, an advance of $55,000 on the receipts for the same month of 1906. The volume of traffic in the canals also continued to show increases compared with previous years. The result was a very busy month for transportation employees in all branches, the supply of railway telegraphers and of several other classes being less than the demand.

The statement of the Canadian Pacific Railway Company for the year ended June 30, 1907, shows a total mileage of all lines belonging to the company of 10,269, including 823 miles under construction. The total assets of the company are estimated at $389,339,000. The total expenditure for the year was $46,914,000. The total earnings were $72,217,000. The working expenses amounted to 64.96 per cent. of the gross earnings, and the net earnings were 35.04 per cent., as compared with 62.75 and 37.25 per cent. respectively in the preceding year. The transfer of two steamships to the Pacific trade was advised by the directors.

The eighteenth annual report of the Intercolonial Railway Employees' Relief and Insurance Association for the year ended June 30, 1907, showed total receipts of the year from all sources of $76,667.55, which, together with the aggregate balance on hand on June 30, 1906, made a grand total of $95,920.85. Total expenditures were $79,703.51, and the net surplus for 1907-08 is estimated at $12,217.34. Seventy-one death claims were assessed and paid during the year, 61 being due to natural causes and 10 to accidental injuries. Eighteen claims for total disability allowances were passed, involving in all an outlay of $31,500.

The Trades.

Building.—There was a decrease in activity in several localities during September, as compared with the preceding month and September, 1906. These conditions were most apparent in Toronto and the northwest provinces, the causes assigned being the prevailing stringency in the money market, the backwardness of the season and the high price of material. Wet weather hampered outside operations in the eastern provinces. The inside branches, however, were well employed throughout Canada, with only local exceptions.

Metal, engineering and shipbuilding.—The various metal working trades were well employed, electrical workers and linemen having a busy month. Shipyards were all busy.

Woodworking and furnishing.—Employees in sash and door factories, planing mills, etc., were busy, and woodworkers generally had a good month. Carriage and wagon builders and car builders were especially busy. Coopers were busy on fruit packages in the opening weeks of the month, but became less active towards the close.

Printing.—The allied trades, including printers, pressmen and bookbinders, were active.

Clothing.—Tailors were more active than in August, but boot and shoe factory employees continued slack. Furriers were becoming very busy. Garment workers, hat and cap makers, etc., were active.

Textile.—Cotton mill employees were very busy, at advanced wages, compared with 1906. Employment in woolen mills varied according to locality.

Leather.—Tanners and curriers were somewhat quiet; other leather workers had a good month, trunk, bag and novelty workers being busy.

Food and tobacco preparation.—Bakers became more active with the advent of autumn. Butchers were well employed. Ice drivers and deliverers were concluding their busy season.

Miscellaneous.—Miscellaneous employees, including barbers and retail clerks, had a good month. The close of the tourist season caused a decrease in activity among hotel and restaurant employees at certain points. Theatre employees were entering upon their busy season. Laundry workers were active.

Unskilled labour.—This class was very busy throughout Canada, the demand in several localities and branches of industry being greater than the supply. This was especially felt in the coal mining

districts of Nova Scotia, in connection with railway construction, and in Manitoba and the other western provinces. Compared with the corresponding season of 1906, the stringency was less severe. Wages remained firm at the high level established in 1906.

Canadian Trade and Revenue.

Foreign trade.—During August, 1907, the total value of imports entered for consumption was $33,919,620, compared with $28,192,791 in August, 1906. Total domestic exports during August, 1907, amounted to $26,179,698, compared with $24,050,561 in August, 1906. Increases in exports during the month took place under the headings of The Mine, The Fisheries, Agriculture and Manufactures, while under the headings of The Forest, and Animals and Their Produce decreases occurred.

Imperial trade.—According to reports received from commercial agents at the Department of Trade and Commerce, Canada, favourable market conditions prevailed in Great Britain for potatoes, apples and other fruits, and bacon. House furniture of good finish was also in demand. In Australasia, importations from Canada were reported to be increasing.

Domestic trade. — The cold weather stimulated fall trade, and a good turn over was reported during September. Fall sorting orders were of good volume, while orders for spring goods were fair. Fall millinery openings were well attended. Money continued tight, though somewhat easier in the closing days of the month than in August, less capital than was anticipated being required for the moving of the crops.

The Canadian bank statement for August, 1907, showed total assets of $950,160,583, compared with $956,661,776 in the previous month. The total liabilities for August, 1907, were $773,770,268; in the previous month the liabilities amounted to $780,030,584. The notes in circulation amounted to $77,777,849 in August, 1907, and to $77,604,770 in July. Deposits payable on demand totalled $160,459,470 in August and $166,352,146 in July.

The annual report of the Bank of British North America showed profits for the half year of $331,153.10. Two branches and three sub-branches were opened within the year. The capital of the bank is now $4,860,000, and the reserve fund $2,235,600.

Notes.

The annual meeting of the *Alberta Press Association* was held at Cranbrook, B. C.

The third annual convention of the *Fishermen's Union of Nova Scotia* was held at Halifax, N. S., September 26 and 27.

The second annual convention of the *Canadian Independent Telephone Association* was held at Toronto, Ont.

The first annual meeting of the *Booksellers' and Stationers' Association of Ontario*, was held at Toronto, Ont., August 29.

The annual convention of the *Canadian Electric Association* was held at Montreal, Que. September 11 to 13. The *Maritime Electric Association* also met at Montreal, Que., during September.

The commission appointed by the government of Ontario to investigate the question of *prison labour* visited a number of points in the United States during September for the collection of evidence.

The Royal Commission appointed to enquire into and report on conditions in the *Civil Service* of Canada held sessions during September. The commission appointed by the government of Saskatchewan to enquire into conditions in the *beef industry* also held sessions.

Sessions were held during September by the Commission appointed by the government of the Province of Quebec to conduct an enquiry into the question of *industrial accidents*, and the means best adapted to afford protection to the victims of such accidents and to the public in general. Representations to the commission were made by the Chambre de Commerce of Montreal and other bodies.*

* For statement of appointment of this commission see the *Labour Gazette* for July, 1907, page 12. For a reference to the provisions of the act under which the commission was appointed see *Labour Gazette* for June, 1907, page 1,384.

Sessions were held by the commission appointed by the government of the Province of Nova Scotia to enquire into the subject of *old age pensions*. The commission is made up as follows: Walter Crowe, K. C., Sydney, chairman; Hon. Robert Drummond, editor of Mining Record, Stellarton, N. S.; Stephen B. McNeil, Grand Master of the Provincial Workmen's Association, Glace Bay, and William Hodge, Springhill, N. S. (‡)

On September 25th, a deputation representing a number of organizations of railroad employees waited on the Hon. the Attorney-General of Ontario in regard to recent prosecution of employees in connection with *railway disasters*. A memorial was presented urging that the multiplicity of duties which at times fell on the shoulders of one employee, inevitably contributed to errors of judgment or lapses of memory, and that investigations were conducted in such a way that the men were treated as criminals and their interests not fully protected.

The *power and light plant* operated by the municipality of Orillia, Ont., has been conducted during the past year at a profit of upwards of $9,000 to the municipality. The following is a statement of the receipts and payments for the year:—

Receipts:

Balance of profit, 1906, over estimates	$ 961.12
Power receipts, 1907	9,240.00
Electric light receipts, 1907	19,000.00
Water rates	6,300.00
Street lights at $40.00	2,350.00
Street hydrants at $30.00	2,010.00
	$40,661.12

Payments:

Debentures principal	$10,092.22
Debentures, interest	11,444.40
Electric and Power running expenses	8,400.00
Water running services	850.00
Balance	9,874.50
	$40,661.12

It will be noted that no sinking fund is allowed for the debentures being paid by annual instalments, repairs and extensions having been charged to expense account.

‡ For a statement with regard to the provisions of the act under which the commission was appointed see *Labour Gazette* for July, 1907, page 72.

The annual convention of the *Grand Council of the Provincial Workmen's Association* opened at Halifax, September 17. There were about 100 delegates, representing some 12,000 workingmen, present. Among the measures discussed were old age pensions, the adoption of an eight-hour day for all underground workmen, the appointment of an organizer, a request to the government to induce managers of mines to supply suitable conveyance for workmen from the mouth of pit to their stations, a motion opposing the drawing of pillars by machinery, and a resolution opposing the employment of Asiatic labour, and requesting Provincial and Federal governments to co-operate with the P. W. A. to that end. The election of officers resulted as follows:

Grand Master.—Stephen B. McNeil.
Grand Secretary.—John Moffatt.
Grand Sub-Secretary.—Jos. Moss, Springhill.
Grand Associate Master.—Duncan Blue, Springhill.
Grand Treasurer.—Ronald Nicholson, Reserve Mines.
Grand Guardian.—Thomas Scully, Stellarton.
Grand Past Master.—Mark Conners, Pictou.
Inside Guard.—A. B. McIssaac, Port Hood.
Outside Guard.—Angus Nicholson.
Grand Chaplain.—James Dorsey, Sydney Mines.

In the litigation between the *Dominion Iron and Steel Company* and the *Dominion Coal Company* with reference to the supply of coal furnished by the latter to the former under a contract signed in October, 1903, a decision was filed during September by Mr. Justice Longley, of the Nova Scotia judiciary. According to this decision, large quantities of coal unfit for the purpose of operating an iron and steel plant had been supplied to the Dominion Iron and Steel Company by the Dominion Coal Company. It was held, therefore, that the latter had committed a breach of the contract and was responsible to the former for any loss or damage resulting from this breach. It was recommended that a referee be appointed to ascertain how much coal it was necessary for the Steel Company to purchase in order to operate its works for three months, to enquire into the cost of coal obtained from other sources by the Steel Company since November, 1906, and to ascertain the actual loss and damage sustained by the Steel Company through its cessation of operations. The Coal Company was ordered to pay damages

and to carry out the terms of the contract. The amount of damage claimed by the Dominion Iron and Steel Company was upwards of $1,700,000. It was stated that an appeal would be made from the decision. Owing to the magnitude of the issues involved, and their importance from an industrial and commercial standpoint, widespread interest has been felt throughout Canada during the past year in the dispute between the two companies. (†)

The royal commission appointed by the Dominion government to enquire into the causes of the collapse of the *Quebec bridge** held a number of sessions during September, and heard a large amount of evidence. No report had been made up to the end of the month. The coroner's jury, which took evidence in connection with the death of a number of the victims of the accident, brought in the following verdict:—

"That the deceased (Lafrance) died from injuries and nervous shock sustained in the collapse of the Quebec bridge. We have been unable to establish the real cause of the collapse, but we think it our duty to declare that according to the proof furnished during the inquest all necessary precautions were taken for the construction of the bridge without danger."

The treasurer of the fund organized by the mayor of Quebec for the relief of the widows and orphans of the victims reported subscriptions to the amount of $11,569, of which $2,250 had been distributed up to the middle of the month. The report of the committee recommended as participants of the fund eighteen widows, twenty-nine orphan children, and eleven single men, whose relatives were more or less dependent upon them for support. This is exclusive of twenty-four widows and the relatives of seven single men whose homes are at Caughnawaga. In addition to the amount already distributed, the committee decided to allow, for the present, one hundred and fifty dollars to each widow, and the same amount to parents who have lost their sole support, twenty-five dollars to each orphan child, and one hundred dollars to the relatives of single men, the same to be paid monthly, or in special cases in one sum, if deemed advisable. Further provision was also made for several widows whose homes are in Caughnawaga, but who are temporarily residing at St. Romuald. The following resolution was adopted by the committee:—

Whereas, the total subscriptions in favor of the families of the victims of the Quebec Bridge disaster, now amounts to $11,569, and that this amount being considered sufficient for the more pressing needs of the said families, the subscription is now closed, and the secretaries are hereby requested to communicate this information to the pubic through the local press.

† For statement re origin of dispute see the *Labour Gazette* for December, 1906. p. 584.

* A special article dealing with the accident appeared in the *Labour Gazette* for September, 1907, page 317.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of August, Mr. Joseph J. Ryan was appointed correspondent to the *Labour Gazette* for Three Rivers, Que., and district, in place of Mr. John Ryan, Sr., deceased.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reports as follows:—

THE GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was active during September. All of the industries were producing to their greatest capacity. Workshops foundries and factories were in continuous operation.

The coal industry was very active and the September output will equal that of August, which was above the average. With the exception of Springhill, all of the collieries of the Province were busy. The Allan shafts at Stellarton increased their output. The Dominion Coal Company is opening up a new colliery in the Victoria coal field. The surface is being graded for the surface plant and workmen's houses. The coal crops out on the surface and slopes will be driven with all possible speed. A railway will be bu lt in connection with the works. The Victoria coal is of

excellent quality, and will stand handling with a small per cent of breakage. Work continued on the New Castle Colliery at Port Morien. Mabou slope has been straightened and graded which greatly facilitates the work of handling trips. A new seam five feet thick was found at Inverness. The steel industry was very active, though at Sydney, owing to lack of sufficient steam power, one of the four furnaces was closed. To increase this power, four batteries of boilers are being installed. Work is also progressing on the coke ovens under construction. Apart from the Bessemer converters, which for three weeks were idle awaiting material for repairs, all the other departments were very busy. The steel works at Sydney Mines were giving good results.

Transportation by rail and water was brisk. The building trades continued active. Wholesale trade was good, and retail trade normal.

A commission on Old Age Pensions appointed by the local legislature met in Glace Bay on Sept. 24th, for the purpose of gathering information. The commission will visit the various mining districts of the province.

Sydney has declared itself in favour of a first-class technical school, with a comprehensive course of instruction and proper facilities for practical work along the lines of local industries.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops were a good average, but broken weather has prevented the harvesting of them in the best condition.

Fishing.—Deep sea fishing has met with great success, nearly all the Gloucester vessels having full fares.

CONDITION OF PARTICULAR TRADES.

Activity was reported in the several skilled trades. Unskilled labour was in much demand.

WESTVILLE, N. S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was busy in all departments There was a considerable scarcity of help, specially about the collieries, where there was a sufficient supply of skilled miners but a marked scarcity of loaders and other unskilled hands. The output at the several collieries during August compared favourably with that of the preceding month, the Drummond Company producing about 2,000 tons more than in the preceding month, though the Acadia Company produced about 1,000 tons less. Compared with August 1906, the Acadia showed an increase of 5,000 tons and the Drummond a decrease of 1,000 tons. The increase at the Acadia for the eight months ended August 31, 1907, was 32,790 tons, while the Drummond has decreased some 9,000 tons compared with the corresponding months of 1906. Coke produced at the Drummond colliery during August amounted to 652 tons. The pay-sheet of the colliery for August was something over $40,000. Connection between No. 1 and No. 2 shafts at the Allen workings is expected to be made shortly. This will involve extensions and the employment of an additional number of men. Wholesale and retail trade was active.

On petition of the employees, the store-keepers in this town and in New Glasgow granted a half holiday each week during July and August, in addition to the general rule of closing at 6 p.m., on Mondays, Wednesdays and Fridays, pay days and the month of December excepted. The barbers took a half day off on Mondays during the summer.

Good progress was made with the extension of the water service, and preparations were under way for work on the new post-office. Building the throughout the district was active, especially in connection with the erection and repairing of dwellings. The terra cotta company of Sylvester has about ceased brick making for the season, though five hands will be employed for some time yet.

On September 21, the boys of the Acadia colliery, Westville, caused a stoppage of work owing to a dispute concerning a short day on Saturday; about 250 were effected. (*)

* See statement in article dealing with trade disputes of the month in present issue.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting. Grain and root crops turned out well. Fruit and vegetables brought good prices on the markets. Milk is selling at six cents per quart.

Lumbering.—Employment was steady.

Manufacturing.—All branches were active.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOR MARKET.

The labour market maintained its active condition during September. All branches were employed, and more activity prevailed than in the corresponding month of 1906. Good progress has been made on contracts, including the Silliper Car Works, the new round house for the Intercolonial Rai way, the new athletic arena and the Telephone Exchange building. The prospects for the next month are more favourable than in previous years. The freight handlers and checkers employed by the Intercolonial Railway have had their wages increased in accordance with the following statement:—

	Old Rate.	Present Rate.
Foreman	$55.00 per mo.	$60.00 per mo.
Checkers (inward or outward)	1.40 per day	52.50 per mo.
Junior Checkers	1.40 per day	47.50 per mo.
Porters' checkers'work	1.40 per day	47.50 per mo.
*Porters (1st year)	1.40 per day	1.50 per day
Porters (next 4 yrs.)	1.40 per day	1.60 per day
Porters after 5 yrs.	1.40 per day	1.65 per day

The advances were obtained as a result of the findings of a board appointed under the Conciliation and Labour Act.*

* See *Labour Gazette* for September, 1907, page 289.

CONDITION OF LOCAL INDUSTRIES.

Agriculture and Fishing.—Have been firstly up to the average. Lumbering has been more active than usual. Manufacturing and mining have been normal.

Building trades. — Brick ayers, masons, carpenters and joiners, lathers and plasterers have been well employed. Painters and decorators have had a busier month than in several years. Plumbers and gas fitters have had an average month. Stone cutters were not as busy as in August. Builders' labourers were active.

Printing. — Printers, pressmen and bookbinders had a busy month, with good prospects.

Clothing. — Tailors and garment-makers were well employed, with a bright outlook.

Unskilled labour.—Activity continued.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during September.

All of the factories were kept well employed, and there was a steady demand for men. Female employees for the woolen mills were advertised for during the month. The building trades were particularly active. Many large brick and stone structures are being erected, among others the Bank of Nova Scotia building, the Rhodes-Fillmore block, the Royal Bank building and the Black-Lusly block.

During the summer months nearly all industries, employing in all over two thousand men, granted their employees Saturday afternoon as a half holiday. This arrangement was terminated on the first of September. The Amherst Boot & Shoe Company is enlarging its capacity and expects to employ about one hundred and fifty hands as soon as the construction of the new building is completed.

The outlook for a busy winter is exceedingly bright. The only unfavourable features are the strike at Springhill and the poor crops which threaten to enchance the price of coal and farm produce. In Amherst itself the relations between labour and capital have been harmonious.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The wet weather that has prevailed almost constantly for two months has proven a serious handicap to farmers. Thousands of tons of hay have yet to be gathered. The grain crop in many places is still uncut and potatoes are rotting in the soil.

Lumbering.—There has been a decline in the price of lumber and many of the smaller operators have intimated that they do not intend to cut this winter.

Mining.—A strike affecting about sixteen hundred men has prevailed in Springhill Mines for the past nine weeks. It is estimated that fully 800 men have already left Springhill to seek employment elsewhere. All the other mines have been working briskly and coal is commanding a high price.

Building.—Bricklayers and masons have had a busy month. Carpenters and joiners have also had a prosperous month; operations having been fairly brisk, at good wages.

Metal, engineering and building trades.—Iron moulders have had a busy month. Machinists and engineers have also been well employed.

Woodworking and furnishing.—Steady employment was furnished to all branches. Car builders especially had a busy month.

Printing.—Business was reported brisk in all lines.

Clothing.—Work was fairly active.

Miscellaneous.—A few barbers could find employment.

Unskilled labour.—There was a steady demand for unskilled labour during the summer months. As the building season closed the demand was not so active, but any thrown out of work readily found employment as farm labourers.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Considerable activity was manifest in all branches of labour during the month. Operations were somewhat retarded by the almost continuous rains, harvesting and shipping both being delayed. During the past two years, there have been built in this city, about forty new houses; several have been greatly improved; and the P. E. I. Railway Station, Prince of Wales College, St. Dunstan's Cathedral, Charlottetown Club House, have been finished. The P. E. I. Car Shops and Freight Buildings, an enlargement to Nicholson's Tobacco Factory, and a new Provincial Infirmary, are now under construction. These create a demand for labour, which up to the present has been met without difficulty, although some of the contractors complain that good carpenters are becoming scarce in this province. It has been decided to build a new Presbyterian Church here, and the work will be begun in the near future.

Wages now in force in Charlottetown are as follows:

First class machinists	$1.75 to	$2.00	per day.
Moulders		2.50	"
Pattern Makers		2.25	"
Labourers	1.25 to	1.50	"
Wood-work machine operators		1.75	"
Sash and door workers	1.75 to	2.00	"
Carpenters	1.25 to	1.75	"
Bricklayers	2.00 to	2.75	"
Masons	2.00 to	2.75	"
Plasterers	1.75 to	2.00	"
Stone Cutters	2.00 to	3.00	"

All work 10 hours a day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Although the grain yield is one of the greatest in the history of this province, owing to almost incessant rains the harvest has been very backward. There is a great quantity cut and in stock, but much of it is not ready to put in the barn. As the weather has been cold also, the grain has not ripened

and the season is at least three weeks later than usual. With fine weather, it is hoped that almost the entire crop will be safely harvested. Should this be realized, the year ought to be an exceptionally prosperous one for farmers.

Fish ng.—This year oyster fishing does not begin until October. The government last session passed an act giving it power to lease river bottoms and bars, and many leases have been taken out.

CONDITION OF PARTICULAR TRADES.

In both town and country, building operations have been active, the public works in course of erection employing the labour that is generally devoted to the erection of private houses. The metal working, printing, clothing, food and tobacco preparation, leather, miscellaneous, transport, woodworking and furnishing trades, have all been doing well, and are looking forward to increased activities in the fall season.

There was a good demand for unskilled labour.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September has shown a continuance of the active condition of the labour market, which prevailed throughout the summer. All local industries and enterprises have been in active operation, and the demand for labour, both skilled and unskilled, was considerably greater than the supply. Carpenters, painters, plumbers and printers particularly, have been much sought but the greatest dearth has been in the unskilled class. The new I. C. R. shops, together with the extensive building, sewer construction and double tracking operations in progress have absorbed large numbers, and employers claim that the supply is insufficient. This condition will last until the cold weather sets in.

Building operations are still being extensively carried on, much civic work is being done and good progress has been made on the I. C. R. shops, four of the buildings being now roofed. It is expected that the entire group of buildings for the freight and passenger car plant will be ready for the machinery by the time winter sets in. Real estate sales have been active, and prices firm. Rents are high and houses scarce. Cost of living is increasing, many staple articles having advanced in price. Merchants report retail trade good, and that wholesale trade has shown considerable expansion during the season. The half-holiday system has not been n effect here, and no particular change in the hours of labour or in rates of wages have been noted. Relations between employers and employees have been harmonious.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers have been handicapped by bad weather which has delayed work and seriously damaged the hay and grain crops. Much marsh hay remains to be cut, and but little grain is harvested. Grain is also injured by rust, and potatoes are rotting badly. Farm produce is exceptionally high for the season. Loose hay sells at $13.00 to $15.00 per ton. Oats and potatoes at 60c. per bushel. Butter 25c. to 27c. per lb. Eggs 24c. per doz. Farm help was reported scarce.

Lumbering.—Indications point to a smaller cut of logs the coming winter, and as a consequence lumbermen's wages are likely to decrease.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were quiet, but carpenters and joiners were very active. Plasterers, painters and plumbers were busy, and builders' labourers much in demand.

Metal, engineering and shipbuilding.—These crafts reported an active month.

Woodworking and furnish ng.—Employees were active. Operatives of the woodworking factories, and car shop hands being especially busy.

Printing.—These crafts were very active, newspaper and job hands being particularly busy.

Clothing.—Conditions were good.

Food and tobacco preparation.—Busy conditions prevailed.

Leather trades.—Quietness prevailed.

Miscellaneous.—Barbers were busy, with clerks and stenographers in good demand. Hotel, restaurant and theatre employees were very active. Laundry workers were busy.

Transport.—Tourist traffic was heavy, and much freight was moving. Railroad crews all had an active month. Trackmen were active, and carters, teamsters and express men very busy.

Unskilled labour.—The demand for this class was in excess of the supply and will continue so until cold weather.

CHATHAM, N. B., AND DISTRICT.

Mr. T. DesBrisay, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour during September was light, though wages have been maintained. This has been a quiet season, for labourers with the exception of mill hands. There have been no changes in rates of wages, and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported good crops, although the season has been very wet. The hay was nearly all saved. Potatoes are a good crop.

Lumbering.—The men have not yet started for the woods.

Fishing.—Fishing has been active during the past season. Lobsters were caught in great numbers, and are now at the highest price ever known here.

Active employment prevailed in the different skilled trades.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows: —

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active during September, and unskilled labour was in great demand. A party of about 100 Italians arrived from Boston and left for Campbellton to work on the Intercolonial railway. Ten masons who were working on the new building for the Royal Bank of Canada were reported for working in the city, not being ratepayers. The license fee for non-ratepayers is $7.50; rather than pay this amount, the men returned to Boston. Work is progressing on the new Y. M. C. A. building, the new Salvation Army barracks, the cold storage building, and one or two private residences. Bank clearings for the five weeks ending September 26 were $6,564,641, and for the corresponding period last year, $6,195,716, being $368,925 greater in 1907 than in 1906, and $246,843 less than for the five weeks ending August 22 of the current year. The price of flour continued to go up, and bakers have decided to raise the price of all cakes and pies one cent a pound or dozen. Within the last five months, there has been a total advance of $1.15 per barrel on both Manitoba and Ontario flour. All mill feed, including bran, shorts, middlings, etc., has advanced from $2 to $3 per ton. Oatmeal has also advanced from 50 to 60 cents per barrel.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The continued heavy rain fall has done damage to crops. The best of the hay crop has been housed in good condition, but a large quantity is still standing and may not be cut at all. Potatoes are suffering.

Lumbering.—The boomage sheet up to the 1st of September showed that at the Mitchell and Douglas booms and at Springhill, 117,338,462 superficial feet were rafted. Last year the amount was 106,194,279 superficial feet. At both booms and Springhill, 51,755 joints, containing 1,559,146 pieces, were handled up to September 1. The quantity rafted at the booms was 107,704,681 feet.

Mining.—Arrangements have been made with a large concern to start development work at once, at the Lefreau iron mines. Upwards of $200,000 will be spent.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons

were very busy. Carpenters and joiners were busy. Painters and plumbers were active. Builders' labourers were busy.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers were active. Machinists and steam engineers were busy. Electrical workers and linemen were very busy. Blacksmiths and horseshoers were active, with boilermakers and sheet metal workers busy.

Woodworking and furnishing.—Woodworkers and shingle weavers were busy.

Printing.—Printers, pressmen and book binders were busy.

Food and tobacco preparation.—Bakers and confectioners were busy. Cigarmakers were active.

Leather.—Tanners and curriers were very busy.

Miscellaneous.—Brush and broommakers were busy.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen and freight handlers were very busy. Steamboatmen and firemen were busy. Ship labourers, teamsters and expressmen were active. Street railway employees were very busy, and hackmen active.

Unskilled labour was very busy.

DISTRICT NOTES.

Fredericton.—The sale of sheep imported by the government from Ontario took place September 18. Eighteen Leicester and 21 Cotswold sheep were sold. The 39 animals brought $682, making an average of about $17.41.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and E. Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during September, though considerable time was lost as a result of wet weather. Building was chiefly confined to repairs. Tourist traffic was well maintained, but showed a falling off during the second half of the month. Freight traffic increased in volume. There were no strikes or lockouts during September.

The contract for the building of a breakwater at Limoilou has been awarded. The contractors for the extension of the breakwater at the mouth of the St. Charles river are making rapid progress, and expect to have all the concrete blocks in position by the 1st of November.

The Church Society of the Diocese of Quebec appointed the Rev. E. A. W. King to take charge of the immigration work which has been undertaken, a preliminary grant of $200 being made. The immigration of persons of a desirable class will be encouraged, to be placed largely in the Eastern Townships, where the demand for farm labourers, domestic servants, etc., is pressing.

The Quebec and Levis Ferry Company is busily preparing and improving its steamers for the winter service. The company is expending over $20,000 in alterations and improvements on the steamers. The number of men regularly employed by the company is 120, but at present about 150 are at work.

The Canadian Pacific Ry. Co. has started the demolition of the properties acquired for the enlargement of the Chateau Frontenac; the work is being carried on night and day, the design being to have this building completed for the tourist season of 1908. The building is to be of greater dimensions than the Chateau Frontenac.

Contracts have been let by the School Commissioners for a new convent in Jacques Cartier parish ($55,000); for a new five-storey boys' school in St. Roch's parish ($85,000); for a new wing to the boys' school in St. Jean Baptiste parish ($18,000); and for a new wing to the girls' school in St. Jean Baptiste parish ($20,000).

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting, though some delay was caused by rain and lack of help. Apart from these circumstances, conditions were favourable.

Lumb ring.—The large mills were still running, the supply of logs being for the most part sufficient to last until the frost comes. There was a demand for men for the woods.

CONDITION OF PARTICULAR TRADES.

The *building trades* were active, with several of the branches busy. The *metal, leather, food and tobacco preparation* and *transport* branches were active. *Printers* and *bookbinders* were very busy, but *boot and shoe workers* were quiet. *Unskilled labour* was busy; about five days' time was lost by this class through rain.

SHERBROOKE, QUE., AND DISTRICT.

Mr. Henry Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was very well employed during the month, with a good demand for all classes of skilled as well as unskilled workmen. There was a steady demand for machinists, and several of this class have lately arrived from Great Britain. Work has been commenced on the new shops of the Fairbanks Co., of St. Johnsbury, and on the new Y. M. C. A. building. The contract has been let to Messrs. Simoneau Dion for the new drill shed. At the Jenckes machine shops and Canadian Rand Drill factory, the orders are so heavy as to require night gangs. The wholesale and retail trades were very busy. The Dominion exhibition was held from the 2nd September to the 14th. It was well attended, but the weather was bad throughout. The first labour parade witnessed in Sherbrooke took place on Labour Day, September 2nd. The special light committee of the city council has engaged Messrs. Ross Holgate of Montreal to prepare plans for a dam and electric power plant at Westbury. Work on the crib work of the dam will be commenced this fall, so as to be ready for the general work in the spring. The city made a final offer to the Sherbrooke Power, Light Heat Co. of $260,000, but the company would accept nothing less than $270,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvesting was three weeks later than last year, owing to the unsettled weather. The crop is not so good as was anticipated earlier in the season. There was a great scarcity of help, which retarded work considerably. The potato crop is only fair, and some are complaining of rot due to the heavy rains.

Lumbering.—Considerable work was done in the lumber camps getting out pulpwood. Men are already being engaged to go into the camps next month.

Manufacturing.—All manufacturing industries were running full time, with plenty of orders ahead. The Paton mill is exceptionally busy, as was also the Moore Carpet Co., both concerns advertising for help.

Mining.—A number of capitalists were in Sherbrooke looking over the ground with the view of erecting a smelter in East Hatley to deal with the copper ore from some new properties that have been opened up there. The asbestos mines were running to the limit, and more men would be engaged if they were obtainable.

Railroad construction and employment.—Work on the extension of the Quebec Central to St. Joseph gave employment to about 200 men. The usual staff of trackmen on the C. P. R. and Q. C. R. lines have been augmented. The men are engaged in repairing the track at various points.

CONDITION OF PARTICULAR TRADES.

The *building, woodworking, food and tobacco preparation and transport* branches were busy. The *metal, printing, clothing* and *miscellaneous* trades were very busy. *Unskilled labour* was very busy.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During September activity in the labour market was well maintained, al-

though the building trades were dull. Sash and door factories were very busy. In the boot and shoe factories the month was somewhat quieter than the corresponding month of last year. One of the factories was closed for some days, stock taking. The Penman Manufacturing Company and the Duclos - Payen tannery were very active. The organ factory had to work overtime to keep up with orders. The boiler and engine works had a busy month. Civic labourers were very busy, with promise of further work, the corporation having voted the necessary money for the continuation of the main sewer. All other manufacturing establishments were very busy. A new company has been formed for the purpose of furnishing water to neighbouring municipalities, and of purchasing the rights and privileges of two other companies supplying water at present. The new company has been incorporated under the name of the Waterworks Company of the suburbs of St. Hyacinthe and has a capital of $30,000 divided into 300 shares of $100 each. Wholesale and retail trade was busy. The banks reported collections easy. There were no changes in wages and hours, and cordial relations existed between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were very favourable. Fruit was plentiful and good prices were received. The county exhibition took place on September 12, and was a success both as regards attendance and exhibits.

Manufacturing.—This industry was very active, full staffs being employed.

CONDITION OF PARTICULAR TRADES.

Building.—These trades had a dull month.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, engineers and machinists were very active. Blacksmiths, boilermakers and horseshoers were very busy. Electrical workers were fairly busy.

Woodworking and furnishing.—Activity prevailed in these trades, all hands working continuously.

Printing. — These crafts reported satisfactory conditions.

Clothing.—Tailors were very busy, but quietness was reported among boot and shoe workers.

Food and tobacco preparation.—Bakers, confectioners and butchers were active Tobacco workers had a good month.

Leather.—These trades had a very active month.

Miscellaneous. — Railway employees were active. All cheese made in this district is shipped by rail. Cab drivers, teamsters and expressmen were very busy.

Unskilled labour.—Was in good demand at good wages.

DISTRICT NOTES.

Sorel.—The greatest activity prevailed in the St. Joseph dockyard where 600 men are employed. The construction of a steel pier 108 feet in length was commenced. The berths are being prepared for two new steel steamers, one of them to be used for inspection purposes in the river channel, and the other for service on Lake Ontario. These vessels will be completed during the winter and launched next spring. A large gang of men were finishing dredge No. 8. This is the largest vessel yet constructed in any Canadian dockyard, measuring 264 feet in engtth, 40 feet in width, with a tonnage of about 3,200 tons. It will be finished in a couple of weeks and will go immediately into commission. More than 3,600,000 pounds of steel were used in its construction and the cost will be about $400,000. The engines and machinery were tested and found to work satisfactorily.

St. Johns.—The Federal Government will soon begin important improvements on the Richelieu River. The work is being done to protect farmers on the upper reaches of the river, whose farms are flooded every year.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was marked activity in all branches of employment during Sep-

tember. Factories were working full time. The Natural Oil Gas Company had a number of men employed laying pipes. A number of masons and bricklayers were employed on the new cotton factory. The establishment of this industry has caused an increase in the price of real estate in the neighbouring portion of the city. A number of men have been employed laying water pipes for the city and macadamizing several streets. A scarcity of cars was complained of by manufacturers and contractors. Harmony prevailed between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting, having been delayed by rain.

Manufacturing. — Manufacturers were busy, working full time. Additional employees would be put on if cars for the shipment of goods could be obtained.

Railway construction.—Work on the Transcontinental and Great Northern railways was being rushed. Additional men are required by the contractors.

Lumbering.—The mills were running full time, with the supply of logs greater than they will be able to cut before the close of the season.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, masons and carpenters had all they could do at wages higher than in any previous year. Painters, plumbers and gasfitters were equally busy.

Metal, engineering and shipbuilding.— Iron moulders, iron workers and helpers were busy.

Printing.—Conditions were favourable, but not so busy as in certain other lines.

The *clothing trades* were very busy, and the *food and tobacco*, *leather* and *miscellaneous trades* were busy. *Transport* employees had more work than they could handle.

Unskilled labour.—Men were scarce and in active demand. Wages were from $1.50 to $1.75 per day of 10 hours.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Peletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been well employed during September, being more active than in the previous month. Owing to the large amount of buildings going up, including factories, dwellings, stores, etc., the demand for labour in the building trades has been very brisk, and will be to the end of the year. The other trades were not so well employed. Commercial activity has increased in this month, autumn sales being very satisfactory. No change has been made in rates of wages or hours of labour, and the labour market has been free from unrest.

CONDITION OF PARTICULAR TRADES.

Building.—The Ames-Holden Co., is having an extensive factory built. Bricklayers and masons were busy. Carpenters, joiners, lathers and plasterers have been well employed, but painters and decorators were somewhat slack. Among plumbers, gas and steam fitters and stone cutters activity prevailed. Builders' labourers were active.

Metal, engineering and shipbuilding.— All iron workers and helpers, machinists were busy. Electrical workers were very active. Some firms having to work overtime. Sheet metal workers were busy.

Woodworking and furnishing.—These trades have been very active, more so than last month, fancy and furniture being in great demands. Carriage and wagon makers and car builders reported activity prevailing.

Printing.—Activity prevailed.

Clothing.—These trades owing to partial settlement of the garment workers' strike have regained some activity. Boot and shoe workers were active.

Food and tobacco preparation.—Activity prevailed.

Leather.—Leather workers were active.

Transport.—Transportation has been

very active, longshoremen working night and day.

Unskilled labour.—The demand for unskilled labour has decreased.

MONTREAL, QUE., AND DISTRICT.

Mr. Gustave Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the month of September, three increases in the price of the necessities of life have taken place. Bread has increased two cents per loaf, milk three cents per quart on August prices and coal merchants have raised the price of coal from $6.75 cash or $7.00 on credit per ton to $7.00 cash or $7.25 on credit. It was stated that the cause of the last increase was that mine owners had increased the price. This price will probably be maintained during the winter. With regard to milk, on September 1, in 1906, the price rose from six to eight cents per quart or 25 per cent. This year the summer price was advanced to seven cents per quart, an increase of one cent per quart over 1906, and ten cents per quart will be charged after October 1 and until next May.

Since September 2, the price of the six pound loaf of bread has increased two cents. This increase was decided upon at a meeting held by the master bakers, the reason given being the raise in the price of flour during the past six months. The master bakers further stated that with the increased price they do not make a fair profit owing to the higher price of help, horses, delivery wagons and oats. The increase of two cents per loaf gives the baker about 85 cents more per barrel of flour used.

During August, 119 permits were issued for new buildings, representing a value of $411,925.00. Of these, 66 were for dwellings, 2 for warehouses, 2 for churches, 1 for an office building, 6 for stables and 18 for sheds. Permits for repairs during the month amounted to $96,630, making a total of $507,555 for the month.

Owing to wet weather in September building was less active, but as the buildings were in a great number of places nearing completion inside work was active. Bricklayers and masons owing to unfavourable weather lost considerable time during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Notwithstanding unfavourable weather conditions, farmers were well satisfied, fruit and vegetables selling for 25 per cent. more than last year.

Manufacturing.—Boot and shoe workers were quiet,

CONDITION OF PARTICULAR TRADES.

Building.—Painters were busy; the other branches were active.

Metal, engineering and shipbuilding.—Steam engineers, shipbuilders, shipwrights and caulkers were active. Other branches were busy.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were active, carriage and wagon makers, etc. were busy.

Printing and allied trades.—Activity prevailed.

Clothing.—With the exception of boot and shoe workers, very busy conditions were reported.

Food and tobacco preparation.—Cigarmakers and tobacco workers were dull. Other branches were active.

Leather.—This group had an active month.

Miscellaneous.—Very active conditions were reported.

Transport. — Steamboat men, ship labourers, street railway employees, teamsters and expressmen were active; cab drivers and hackmen were busy.

Unskilled labour.—The supply exceeded the demand.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The market of labour continued very busy during September. There was still

a scarcity of hands, and wages were on a higher level than ever previously reported. A number of branches of industry were unable to obtain a requisite supply of labour.

Payments of notes, mortgages etc., on St. Michael's day, the usual date on which arrangements of this nature are concluded during the half year were exceptionnally well met. Money was apparently plentiful among the farmers, the unusually high price prevailing for farm produce having a tendency to make up for the falling off in the yield. Manufacturing was active, notwithstanding that some loss of time was caused by lack of water at the Chaudière. The difficulty has in part been met by an arrangement between the different mills by which operations are conducted by some by day and others by night. At the works of the Eddy Company there has been no cessation of employment among the 2,000 workpeople. The match shop of this concern as enlarged will produce 80,000,000 matches per day and employ 400 girls, about 150 more than heretofore. The cement company is expending about $100,000 in extensions which will have the effect of about doubling the present capacity of 1,900 barrels per day. The Woods Limited factory is nearing completion; it will employ upwards of 200 hands mostly girls.

Common labour was being hired at $2.00 per day for work in the mines throughout the county. Coal carters and wood sawyers were very scarce and dealers in some cases were unable to make deliveries on this account. Wood sawyers who were paid 75 cents per cord last year received $1.00 this year. Fire wood has accordingly increased in price; maple, sawn and delivered, now costs $7.00 per cord, an increase of 75 cents over last year. Hay has been selling at $22 per ton and oats at 50 cents per bushel. Teamsters and other workers in fuel yards have obtained an increase of 15 cents per day. Rents throughout the city have increased 25 per cent. Farm produce has advanced from 25 to 35 per cent. A workingman's house which rented at $8.00 in the spring now commands $10 to $12, though the prevailing rates are in the neighbourhood of $10 per month.

The building trades have been very active, with painters scarce. The Bank of Montreal building has made good progress.

The Canadian Pacific Ralway Company has about 30 men employed filling in its trestle to the east of the city. Extensive expropriations have been made in this vicinity.

The erection of a large dwelling at Meech's Lake, to cost $100,000 created a demand for labour at high wages in vicinity. For teamsters $1.75 to $2.00 is being paid while the rate for teamsters and horses is $3.00 per day. A market is also being created for cordwood, lumber, etc.

A by-law will be submitted to the ratepayers on October 2 to authorize a loan of $68,000 for improvements to the waterworks system, the erection of two new fire stations and the purchase of a steam fire engine and supplies. Several lime kilns will be erected by Mr. H Dupuis who will employ, including teamsters, about one dozen men.

The Bank of Ottawa opened a branch on Bridge street.

OTTAWA, ONT., AND DISTRICT.

Mr. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOR MARKET.

The hiring of shanty men was the leading feature of the labour market in September. Employment agents received orders from many out side companies for men, and many large crews were sent away. Ottawa is a centre of employement for farmers' sons and labourers from small towns in a large portion of Ontario and Quebec. Toward the end of the month, $40 was paid for some expert hands of this class, wages ranging generally between this and $35. Building labour was actively employed and there is prospect of continued briskness in this line. The stonecutters

asked the city council to provide if possible that the Grand Trunk Railway Company have the store required for its new central station and hotel dressed in the city. The matter is still under consideration.

Unrest prevailed in Almonte as the result of a strike of five warpers in the Rosamond Woolen Mills on September 13. Two hundred other employees were thrown out of work. The disagreement arose out of the demand of the warpers for two dollars per day. Three of them had been receiving $1.75 and two $1.65.

Two substantial increases took place in the cost of living in Ottawa during September. Bread advanced to 12 cents a loaf on September 24, being an increase of one cent. On June 5 the price had been raised from 10 to 11 cents. The master bakers who made the new rate give as a reason that flour has increased $1.20 per barrel since the first of May. The price of milk rose to seven cents about the middle of the month. The same rate went into effect last year about a week later. Dairymen assert that an eight cent rate will probably come into effect before the season is over. The high prices of fodder and the poor state of pasture during part of the summer were the reasons given for the advance.

The Ottawa Board of Trade on Sept, 11 discussed a resolution moved by Sir Sandford Fleming in favor of the nationalization of the telegraph service of Canada and the establishment of a state Atlantic cable both to be under government control, with a view to uniform and cheaper tolls throughout Canada.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—High prices ruled for all lines of farm produce. Hay brought $22 per ton, oats 50 cents per bushel, pork $9 per cwt, beef $7 per cwt., eggs 25 cents per dozen and butter 30 cents per pound. These prices have been reached by steady advances. Market gardeners are very busy, sales being at prices somewhat better than last year.

Lumbering.—It is estimated that the increase in the price of labour and advanced cost of supplies will make operations 25 per cent dearer than last year. On this account most manufacturers are curtailing work in the woods. There are so many logs in the rivers that the mills of the Ottawa Valley will be able to cut as usual next summer. Shipping was active and lumbermen reported a marked scarcity of cars.

Railroad construction.—The Ottawa Electric Company was given permission by the city council to build a line to the Experimental Farm and another line on Mutchmor street. Heavy steel rails have been ordered for both these extensions.

CONDITION OF PARTICULAR TRADES.

Printing. — The allied trades were very busy.

Clothing.—Garment workers reported the usual quantity of autumn trade.

Food and tobacco preparation.—The presence of several thousand of visitors to the Central Canada Fair created unusual activity with bakers, confectioners and butchers.

Miscellaneous.— Male stenographers were scarce.

Transport. — Freight and passenger hand ers had a busy monsh owing to the fair. Tr nsportion on the Ridea (a al is affected by low water. Some boats have been taken o t o commission much earlier than in other years.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reports as follows:—

THE GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the condition of the labour market during September as compared with the previous month and the corresponding period last year. All branches of building, transportation, manufacturing, etc., continued to be actively employed. A number of new residences were completed and some were started. Two new places of amusement were fitted up and opened during the month. A military board took over

the Artillery Park barracks, which has been recently renovated. Fifty new concrete walks have been laid. There are twenty-one more on the list. It is not likely that all the walks on the schedule will be laid this fall, as work will cease about November 18th. On account of the drought there was very little interruption to the work during the summer. The local tax-collector reports collections about $3,000 ahead of this time last year. The board of works commenced operations on many of the city streets looking to their improvement. Real estate agents report a great demand for all classes of houses. The re-opening of the schools has made the demand for houses heavy. There was in the summer a large demand for houses of the smaller kind. The assessment rolls show that Kingston's population had materially increased during the year 1907. It is estimated that about 700,000 or 800,000 picture post cards were sold in the city this year. On the 16th of September a committee representing the local union of the Journeymen Tailors' International Union of America, presented the merchant tailors with a new bill of prices which involved an average increase of about fifteen per cent. After negotiations a joint meeting of the committees representing both parties was arranged for. Before proceeding to a consideration of the new bill the employers produced a signed document declaring that hereafter their workrooms would be open shops, and that they would reserve the right to employ whom they pleased. As a result members of the union including about twenty-five men and fifty women, refused to return to work on Monday September 23rd. Seven tailoring establishments are involved. The union has been in existence about five years. No other strikes or lockouts were reported during the month. There were no changes in rates of wages or hours of labour. Dry goods stores, boot and shoe stores etc., that closed at five p.m. during July and August, now remain open until 6 p. m., Saturday excepted, beginning September 18th.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were active. A number of agricultural fairs were held in this district. In point of attendance and exhibits they were superior to last year. The late crops were turning out well.

Fishing.—This industry was dull.

Lumbering.—Operations were quiet.

Manufacturing. — Conditions were active.

Mining.—Was more active than last month.

Railroad construction.—Continued active.

CONDITION OF PARTICULAR TRADES.

All branches of the building, metal, engineering, woodworking and furnishing trades continued active. Printers, bakers, cigarmakers, tanners and curriers, barbers, broom makers, clerks, furriers, hotel and restaurant and laundry employees were actively employed. All branches of transportation and unskilled labour were active.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during September were very active in nearly all branches. There were no workmen necessarily idle, and the wages paid were satisfactory. The iron and cement industries gave employment to large numbers of both skilled and unskilled labour; the latter was somewhat scarce, and not equal to the demand. The various industries were active, and in some overtime was worked. The Belleville Toronto Rolling Mills Company was running its plant night and day, with large staffs employed, the number being increased during the month. This company is turning out large quantities of horseshoes and bar iron for export. The Belleville Cement Company, and the Lehigh Cement Company experienced difficulty in securing sufficient unskilled labourers. A number of unskilled workmen were brought

from Toronto, Montreal and other points, but the supply is still inadequate. Nearly 400 workmen are employed at each of the cement plants. Many stone masons, bricklayers, carpenters and labourers were employed on the construction of the new drill hall, and many were busily employed in the erection of a new brass foundry, which was rapidly nearing completion. Marsh Henthornes, the Belleville Hardware Company, the Walker's foundry and Machine Company were rushed with work during the entire month. The new Standard Bank premises, which gave employment to many skilled workmen, were finished. Both wholesale and retail merchants reported an active month in consequence of the high prices received by farmers for their produce. There were no changes reported in rates of wages or hours of labour. A slight difficulty existed for a few days between the Belleville Hardware Company and its brass moulders, but it was amicably settled.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay was very scarce, with prices higher than for many years. Grain was a fair yield but the straw was short. Considerable ploughing was done.

Fishing.—There was little activity, though some rough fish were caught during the month.

Lumbering.—This industry was somewhat inactive in this district.

Manufacturing. — All industrial establishments reported active conditions.

Railroad construction and employment. Railroad construction was active. The new extension of the Central Ontario Railway was completed from Bancroft to Maynooth, and trains commenced running this month.

CONDITION OF PARTICULAR TRADES.

Building.—Every branch reported an active month, with scarcity of help in many cases.

Metal, engineering and shipbuilding.—Iron moulders, helpers, machinists and engineers, electrical workers and linemen had an active month. Brass moulders and brass workers were all busily employed, as were boilermakers, blacksmiths, bicycle workers and horseshoers. Shipbuilders had a dull month.

Woodworking.—Nearly all the branches reported an active month's work. Coopers were mainly employed in making cheese boxes and apple barrels. Car builders at Deseronto, were busy.

Printing.—Printers, both in job and newspaper offices, as well as pressmen and bookbinders, were busy on printed matter for the fall fairs.

Clothing. — Journeymen tailors had active employment.

Food and tobacco preparation.—Conditions were the best for September in many years.

Leather.—Harness makers and saddlers were busy.

Miscellaneous. — Barbers, stenographers, clerks, delivery employees, hotel, restaurant and laundry workers were active. Furriers were busy on the fall trade.

Transport.—Railway employees and steamboat men had an exceptionally active month, both passenger and freight traffic being heavy. Sailing vessels had a dull month compared with other years, although conditions began to improve towards the end of the month. Cabmen, hackmen and carters were active, but longshoremen were somewhat inactive.

Unskilled.—This class was in demand at higher wages than in many years.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during September, was well employed, especially towards the latter part of the month. Outside work is being rapidly completed before cold weather sets in. Some work has been laid over until next spring on account of the lateness of the season. A $12,000 surgical ward was being added to St.

Joseph's hospital. A large bakery was under way, and the staff of bakers will be increased to meet increasing trade. A large force of men was employed repairing the Auburn dam. The Sandstone and Lime Brick Company was very busy. It received an order for 1,000,000 brick to be used in the construction of the new armouries. A contract for the large power house and dam at Campbellford, Ont., to cost about $60,000, was secured by a Peterborough firm. Extensive repairs were being made to the spur line bridge on the Canadian Pacific railway line, and a large number of men were employed. The Machine Telephone Company was installing its plant in Lindsay; 16 carloads of poles had arrived, and a large staff of men were employed. Large shipments of merchandise for the fall trade were made. Wholesale and retail trade was good. The labour market was free from unrest. The harvesting of wild rice by the Indians at Rice Lake was under way; a good crop was reported. A contract for section five, of the canal at Campbellford has been awarded and the work started. The amount of the contract was $600,000 for a three-mile section, and with two years in which to complete it. The nine oldest street railway employees have received an increase of one cent per hour. After having served three years for the company, wages will in future be 17 cents per hour. A horseshoe, called the Diamond calk horseshoe, has been patented by Mr. G. H. P. Kennedy, of Peterborough. A company has been formed with a capital of $100,000 to manufacture the shoe and place it on the market.

Steamboats were busy towing 100 tons of stone from Stoney Lake, to be used in the construction of the new Catholic church, also freighting 700 cords of wood from the north country. Six miles of new gas mains have been laid this year. The gas company has sold 250 new stoves. Postal delivery started in Peterborough on September 28. This will give employment to seven men, the city having been divided into seven districts. Parker's large laundry works were badly damaged by fire; loss $5,000. The work of reconstruction had begun.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were very busy harvesting, threshing and preparing for fall ploughing. The Lindsay cheese board sold 1,203 boxes at 12 1-16 cents per pound, and earlier in the month sold 1,396 boxes at 11½ cents per pound. New hay was selling at $16 to $17 per ton. The Peterborough cheese board sold 4,612 boxes at 12 3-16 cents per pound.

Lumbering. — Lumbering operations had begun in the camps and large numbers of men were employed. The Peterborough Lumber Company received 4,000 000 feet of logs. This made 8,000,000 feet altogether that this company brought to its mills this season. The saw mills were very busy.

Manufacturing.—The Quaker Oats Co. was very busy, having added new equipment to handle its growing trade. The G. W. Green foundry works have been very busy, as have also the J. J. Turner Company, the different canoe factories, the carpet works, the cordage factory, the cereal factory, the flour mills and other industries.

Railroad construction.—The Grand Trunk Railway Company has completed a siding, 2,400 feet in length, between Peterborough and Omemee, to facilitate work on the heavy grades at that place. Section labour and other repair work were being carried on on the different railway lines in the district.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, lathers, plasterers, gas and steamfitters and builders' labourers were active. The remaining branches were busy.

Metal.—Activity prevailed.

Woodworking and urnishing —Carbuilders and pattern makers were active; the other branches were busy.

Printing.—The different crafts were well employed.

Clothing.—Tailors and garment workers were active. Hat makers, boot and shoe workers were busy.

Food and tobacco preparation.—Cigar makers were active; butchers, confectioners, etc., were busy.

Leather.—Leather workers and collar makers were very busy.

Miscellaneous.—Furriers were active. Hotel, restaurant and theatre and laundry workers were very busy. The other branches were busy.

Transport.—All trades were very busy, passenger and freight traffic being heavy.

Unskilled labour.—Active conditions prevailed.

DISTRICT NOTES.

Oshawa.—The McLaughlin carriage and automobile factory was completed. This is a new industry and will employ additional men.

Lakefield.—The cement works were very busy.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during September was quiet as compared with the earlier months of the season, with a large number of men out of work. This was largely due to the prevailing stingency in the money market, causing a general slackening of operations and the postponement of contemplated undertakings. The surplus immigration of classes who cannot find permanent employment was also a prominent factor. Building operations which were very active during the spring and summer, have shown a marked falling off of late.

The continuance of the machinists and plumbers' strikes has also had a depressing tendency. With the close also of the busy season in the country, many who have obtained temporary work with farmers naturally seek employment in Toronto.

The assessment for Ward 4 for 1908, shows a substantial increase as compared with the revised assessment for 1907. The total is $37,585,500, being an increase of $2,571,939. Land values are assessed at $13,914,589, as compared with $13,177, 998,and buildings at $20,305,693 as against $18,965, 713. The population of the ward was given at 58,640, an increase of 2,541.

The receipts of the Toronto Street Railway Company for August were $327,-353 as compared with $291,803 for August, 1906. The city's percentage was $65, 470, as against $43,770, for August, 1906.

On September 14th, the electors by a vote of 1014 for, to 210 against, ratified a by-law to raise $742,942 for water works extensions, including two new pump ing engines and the laying of larger mains. A number of men were put to work on the 12-inch main on Queen St. East.

The Toronto Ferry Co. intends to erect a double deck dock at the foot of Bay St. to replace that recently burned, and has ordered another large ferry steamer to accommodate over 2,500 passengers.

The annual report of the city engineer gives the population of Toronto, as 295,000. There are 277 miles of streets of which 197 are paved. There are 63 miles of asphalt pavement, 40 miles of cedar block, 18 miles of brick and 54 miles of macadam, in addition to several miles of scoria block, gravel, etc. There are over 227 miles of concrete side-walks and 205 miles of wood sidewalks. The water works system has cost $4,000,000. The revenue from waterworks in 1906 was $502,210, and the expenses, including $70,195 for pipe-laying and renewals, $517,438.

Building permits for August were issued to the approximate value of $1,201,410, as compared with $1,271,620 in August, 1906.

Messrs. Haney & Miller, contractors for the tunnel which is being put down under the Bay in connection with the waterworks system, have been forced to abandon work with the boring machine and resort to the usual method of drilling and blasting.

The asphalt plant operated by the city with a capacity of 1,500 square yards a day has been started at work.

The 20-oz. loaf of bread is now largely sold instead of that of 24-oz., the weight being stamped on each loaf as provided by law. The price charged is 5c. which

is equivalent to an increase in the price of the 24-oz., loaf to 6c., owing to the increased cost of flour, and the higher wages now paid.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Owing to the lateness of the season the farmers have been unusually busy. A good deal of threshing was done during September, farmers being desirous to market their grain owing to the good price obtainable. The open weather prevailing during the greater part of the month was favorable to fall plowing. Pasturage had not been as good as usual, and the flow of milk was poor. There will be a shortage of feed for stock during the winter. The Toronto Milk Producers Association, at a largely attended meeting on the 14th, passed a resolution fixing $1.60 per 8-gallon can as the price of milk during the winter months, and $1.30 as the price for the summer months. An increase in the price to the consumer is expected.

Manufacturing.—Manufacturers in some lines have not been so busy as earlier in the season Orders have latterly been somewhat slack, but in most cases activity has been maintained owing to the amount of orders on hand to be filled. The difficulty of obtaining capital, coupled with uncertain crop reports from the West tended to check expansion.

The Laidlaw-Watson Shoe Co., of Aylmer, is removing to Toronto, and is putting up a factory to cost $12,000.

The Rudd Paper Box Co. has established a large factory.

CONDITION OF PARTICULAR TRADES.

Building. — Many carpenters, bricklayers and builders' labourers were out of work owing to the noticeable lackening of activity.

Metal, Engineering and shipbuilding.— Blacksmiths, boilermakers, electrical workers, structural steel workers and sheet metal workers were generally well employed. The machinists found trade unsettled on account of the strike. Brass-workers, silversmiths and jewellers were busy.

Wood working and furnishing.—Furniture workers, cabinet makers and upholsterers were busy. Wood working machinists were slack. Coopers, carriage and wagon workers had a fair month. Pattern makers reported some men out of work.

Printing.—Printers, bookbinders and allied trades were fairly well employed.

Clothing.—Journeymen tailors were active, garment workers found trade slack, as usual, between seasons. Boot and shoe workers were quiet. Hat and cap workers and furriers were generally well employed.

Food and tobacco preparation. — These trades were generally active. The maltsters have obtained an increase of wages from $11.50 to $12.50 per week.

Leather.—Leather workers had a good month.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers were busy. Clerks, salesmen, warehousemen and porters were in excess of the demand.

Transport. — Sailors and longshoremen were well employed. Railway and street railway men, teamsters and expressmen had a busy month.

Unskilled Labour.—Many unskilled laborers, especially recent arrivals, were unable to obtain employment.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September was quiet, but was satisfactory in most respects. A threatened slackness in some lines of employment was relieved towards the end of the month, and at the close the outlook was very good. A large metal-working concern signed an agreement with the city to erect a factory here to employ seventy-five hands at the start, and let the contract for a three-story brick building 60x175 feet in size. The contract was also let for the erection of a

large fruit and vegetable cannery. A plant for the electric smelting and refining of iron is being built. Experiments made here and elsewhere have proved the praticability of the new process and further researches are to be carried on in the new works. Machinery was being installed in the carpet sweeper and carriage mountings factories, and the new nut and bolt factory was running over-time.

Sewer and sidewalk building still employed many men.

Railway and lake traffic was heavy and business generally very good, despite unfavorable financial conditions.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Gathering the fruit crops afforded the chief employment. Plums, grapes and pears were very plentiful other fruits were light and high-priced.

Manufacturing. — All factories were busy. The Dominion Suspender Company advertised for ten, and the Niagara Neckwear Company for twenty-five female operatives. The nut and bolt works were running over time. The furnace factory had many orders on hand.

Railroad construction and employment. —Railway employment in all lines was steady. Many men were engaged in raising the grade of and re-ballasting, the Michigan Central main line. Construction work on the N. S. & T., line from Fonthill to Welland was resumed, and cars will be running over it in November.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons were not so busy as in August. Concrete workers have more work in view. Carpenters were quiet, but became more active late in the month. Plasterers were active as were also painters, plumbers and steamfitters. Stonecutters found work dull.

Metal.—Foundry and machine shop work was still plentiful. Electrical workers were busy. Linemen were active, but the extra work which had been going on for months, was practically completed.

Printing.—Printers were active.

Food and tobacco preparation.—Bakers were busy. Fruit and vegetable canneries were running to fullest capacity. The establishments at St. Davids, Queenston and Niagara-on-the-Lake employ nearly a thousand persons. Fruit evaporating plants also gave some employment.

Miscellaneous.—Some big summer hotels were closed, but business at others and in restaurants was good. It will be quieter in October and employees will be laid off. Laundry workers were busy.

Transport.— On all steam railways business has been good, and all classes of employees have been busy. A few summer passenger trains were cancelled. Electric railways have reduced their services.

Unskilled labour.—This class was well employed.

DISTRICT NOTES.

Bridgeburg.—A steel vessel 510 feet in length was launched at the shipyards, and another, 460 feet long, is being built.

Welland.—A by-law to aid the Bemis Bag Company in establishing a factory was carried in Crowland township. The first rolling of steel took place at the Ontario Iron & Steel Company's plant on September 14th. The price of natural gas, used almost exclusively for fuel and light, will be raised on October 1st from 25 to 30 cents per thousand feet.

Port Colborne.—On October 1st the price of natural gas will be raised from 20 to 25 cents per thousand feet. The concrete work was finished and the steel work of the buildings of the new cement works will go up in October.

ST. CATHERINES, ONT., AND DISTRICT.

Mr. Jas A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the general condition of the labour market during

September as compared with August. Employment in the building trades was quiet, the supply of labour being fully equal to the demand. All other branches of industry were active. The work of paving streets progressed favourably. The new buildings in course of erection, for the Sovereign and Toronto banks, are nearing completion. The Ontario Power Company is applying to the city for a franchise for the use of the streets for lighting purposes. The Whitman Barnes Manufacturing Company has secured a fixed assessment of $45,000 for ten years, providing the company expends in improvements not less than $35,000, employs 175 hands, exclusive of office help, and maintains a yearly payroll of $75,000. The Packard Electric Company, of this city, is busy on the contract secured from the Dominion government some months ago for 100 five-horse power induction electric motors to be used in working the mechanism of the lock gates ont the Welland Canal. The canal officials began the installation of the motors on the 21st of the month. When the new equipment is in working order, the lock gates can be opened and closed in 35 seconds and a lockage made in ten minutes as against 20 minutes, the time required now.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and fruit growers were busy harvesting. While the fruit crops are short in some varieties, grapes are an unusually heavy crop, and of good quality. It is estimated that the crop will be 13,000 tons in the Niagara peninsula, or two and a half times the average crop of 5,000 tons. Peaches are short, and are bringing good prices, selling here at $1.00 to $1.75 per 11-quart basket.

Manufactur ng.—Factories and mills were running full time, with one or two exceptions. Canning factories were running night and day, every available hand being employed. Owing to the shortage of local labour the factories have secured large numbers of foreign helpers. The Simcoe factory has shipped in several carloads of peaches from outside sources, owing to shortage of local crop. This company is putting up in tomatoes alone some 40,000 cans daily. The Schank factory has been enlarged at a cost of $4,000.

Railroad construction.—The work on the Welland division of the Niagara, St. Catharines and Toronto Railroad is about completed, and the company expects to be running over the line to Welland by October 1.

CONDITION OF PARTICULAR TRADES.

The several skilled trades were for the most part active. The transport branches and unskilled labourers were busy.

DISTRICT NOTES.

Thorold.—Labour was well employed. Good progress was made on the waterwork system. Ground has been broken for the construction of a new smelter for the North American Cobalt Refining Company, Limited, and the work is to be pushed as rapidly as possible. A contract for a $50,000 power station for the Niagara, St. Catherines and Toronto Railroad has been let to Newman Bros. The new station will produce 1,500 horse power and is expected to be in operation by November 1.

Merriton.—Labour was well employed, there being few idle men. The Niagara, St. Catharines and Toronto Railroad Company is building a new station 30x 50 feet.

Port Dalhousie.—Labour was well employed and business good.

Font Hill.—The new line of the Niagara, St. Catharines and Toronto Railroad has materially improved business

HAMILTON, ONT., AND DISTRICT

Mr. S. Landers, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during September, with trade, wholesale and retail, fair. Bank clearings were up

the average of the previous month. There have been no strikes or lockouts.

Owing to the advance in the price of wheat from 80 to 85 cents a bushel, the millers have put flour up 30 cents a barrel.

The Atkins saw works of Indianapolis, Ind., has secured a large site in East Hamilton for a branch of its works in Canada. A charter has been granted the National Oxide Paint and Color Company Hamilton; capital, $50,000.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters, plumbers, and bricklayers were well employed. Painters were a little slack. Builders' labourers were active.

Metal.—In the iron trades, moulders and stove mounters were active. Machinists, electrical workers and blacksmiths were busy. Bridge and tool workers were active. Horseshoers had fair employment.

Woodworking.—The woodworking trades were all fairly busy. Upholsterers, carvers, pattern makers, coopers, etc., were active.

Printing.—The allied trades, including bookbinders, stereotypers, engravers, etc., enjoyed a busy month.

Clothing. — Journeymen tailors were slack, while garment workers were active, and shoe workers fairly active.

Food and tobacco preparation.—Bakers were busy, and cigar makers and tobacco workers active.

Leather.—Leather workers were busy.

Miscellaneous. —Broom makers enjoyed a busy month. Hotel and laundry workers were fairly active.

Transport.—Steam railway and street railway employees were active. Teamsters and longshoremen were busy.

Unskilled labour was active.

DISTRICT NOTES.

Dundas.—Trade and labour had its usual activity, all industries having full staffs employed

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was practically none seeking employment during September, which compared favourably with the month preceding, and the corresponding month of last year. The building trades were exceptionally busy, the permits issued representing $430,000, an increase of $25,500 over last year at the same date. Extensive sewerage and sidewalk construction employed a large force of men. The iron trades, with the exception of several of the agricultural shops, continued very busy. The Saturday half-holiday for factory employees and those engaged in the printing and building trades ceased on September 1st, after four months' duration, except in two factories which continued the arrangement for a short time longer. The Wednesday half-holiday for clerks, delivery employees, tailors and barbers, also ceased September 1st, after two months' duration. These holidays are very popular. The retail milk dealers have announced that after October 1st, milk will be 7c. per quart instead of 6c. The 12th bi-annual session of the Federated Association of Letter Carriers of Canada, convened here on September 5. Delegates were present from all cities in the Dominion where there is free delivery.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Agriculturists had exceptionally favourable weather and were very busy. Hay was sold for $15.00 per ton, a remarkable price at this season. Farm products are high, potatoes being $1.00 per bushel, butter 28c. to 30c. per lb., eggs 22c. per doz. and apples 25 to 30c. per peck.

Manufacturing.—Employment in some of the factories has not been quite so brisk. The Massey-Harris Company is closing part of its factory for stock-taking and repairs. A busy fall is anticipated in most of the factories.

Railroad construction.—Work on the Brantford and Hamilton radial railway continues.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were all busy. There was ample employment also for unskilled labour.

DISTRICT NOTES.

Paris.—Labour was well employed. The Saturday half-holiday arrangement for factory employees ceased September 1st.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour had a steady month during September. Conditions generally were much the same as in August. Outdoor workers are anticipating a short season and a falling off in the building trades. Factory workers have had steady employment. Considerable work burying telephone wires, and laying new gas mains has been done. Retail trade during the month was good. The price of meat dropped from 15-18c. to 12½-15c. Bread was reduced in weight from a 1½ lb. loaf to a 1¼ lb. loaf at the same price, 5c. Milk was advanced from 6c. to 8c. a quart. The opening of the Ontario Agricultural College showed such a large attendance that third and fourth year students will board in the city until the new dormitory building is completed. The estimate of the year's building shows a total of $500,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have finished harvesting, and have been busy fall ploughing. Hay and all coarse feeds are high in price and scarce.

Railroad construction. — The official opening of the Guelph to Goderich extension of the C. P. R. was celebrated with an excursion of 2,700 people to Goderich. Surveys have been made by the G. T. R. for factory switches into St. Patrick's ward.

CONDITION OF PARTICULAR TRADES.

The *building trades* had a quiet month in some lines and a busy one in others. A falling off is noticed in new contracts, and it is expected the season will close early. *Bricklayers, masons* and *stonecu ters* had a quiet month. *Carpenters, painters* and *plumbers* had an active month. *Iron moulders, tube-mill workers, machinists* and *machinists' helpers* had an active month. *Woodworkers* had an active month, as did also *carriage workers* and *upholsterers*. *Piano and organ workers* reported a slight falling off from last month. *Printers* had a busy month. A new agreement was signed to go into October 1st and to last three years, under which all journeymen receive a weekly increase of 50c., Oct. 1st 1907; 50c., Oct. 1st, 1908, and $1.00, Oct. 1st, 1909, making the scale on that date $13 per week of 48 hours for ad., book and job men and $14 for machine men. The increase was granted at a conference between the employing printers and the Typographical Union, and covers all the offices. *Journeymen tailors and garment workers* had a busy month. *Bakers and confectioners* and *cigar makers* had an active month. *Barbers, hotel employees, clerks* and *delivery employees* had a busy month, being influenced by the fall trade and the opening of the Agricultural College. *Unskilled labour* was in fair demand.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September was on the whole a quiet month. Farmers were in the midst of threshing operations, and by the end of the month, this was practically all com-

pleted. There is a shortage of straw. Hay also is a short crop, and indications are that feed will be high. With the much-needed rains, the dairy industry showed greater activity, the milk supply increasing in many sections. The St. Charles Condensed Milk Co. at Ingersoll contracted for the month of October at $1.40; November, 1907, to February, 1908, at $1.50 per cwt. They are behind with orders on account of the milk supply not being sufficient. Butter reached a price of 29c. per pound retail. Cheese sold on the local board at an average of about 12c.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Manufacturing establishments have had an unusually quiet month. In some cases firms with large export orders have had difficulty in making satisfactory financial arrangements.

Railroad construction.—Work on the Embro-Ingersoll section of the new C. P. R. line from St. Mary's is progressing favourably. The contractors had considerable difficulty buying hay and oats for their horses, the farmers asking high prices. About one hundred horses and a gang of men are expected before the first of October, and the work will be rapidly pushed along. The construction surveyors are laying out the construction plan of the road.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons reported no noticeable change from the preceding month. The contract was let for a new manual training building by the Collegiate Institute Board, to cost about $20,000. It is expected this building will be ready by the 15th of December. The new addition to the Collegiate Institute proper has been completed. Work on the Carnegie library went forward faster, and the new Y. M. C. A. also is employing several men. The new Woodstock hotel is progressing favourably. All the available men were employed and a few more could have found employment. Carpenters and joiners were all employed. Factories getting out building supplies were very busy, and with the completing of the mason work on the three buildings mentioned above, prospects are bright for a steady winter. Lathers and plasterers had rather a quiet month, no big work of any kind going on. Painters and paperhangers were not very busy, though one or two firms were rushed. Considerable outside painting was done. Plumbers were very busy, as were also steam and gasfitters, while furnace men had all they could do. Stonecutters, while few in number, had a busy month. Builders' labourers were well employed, though it was not difficult to supply the demand.

Metal.—Iron moulders were fairly busy, though there was a slackening in some of the shops. Machinists were very busy. More men competent to take a lathe could find ready employment at from $2 to $3 per day. Blacksmiths and horseshoers had a steady month. The Horseshoers' Association of Ontario held their annual convention of the Provincial Association in Woodstock on Labour Day, September 2nd. Those present were of opinion that something should be done to improve the condition of the trade. A resolution was adopted bearing on the subject, and embodying the suggestion that if possible, legislation be procured to compel all horseshoers to pass an examination as such before practising. The present prices for shoeing are $1.20 per set for light shoes and $1.40 for heavy, and setting shoes 50c. per set.

Woodworking and furnishing.—Workmen had a very poor month. Organ makers had a lay off of about two weeks, and when work resumed, went on short time. Piano workers were steadily employed, but found no difficulty in laying off for the fall fairs. The church organ makers were all very busy. Furniture and cabinet makers were all busy, but labourers for the several factories in Woodstock and Ingersoll were more plentiful than could find employment. Wire fence operators were fairly busy. Coopers had a busy month, this being the time of the year when they are busiest, getting out barrels for apples, etc.

Unskilled labour.—The market was overstocked.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during September was not as busy as in August. The building trades were active, and permits to the value of $195,700 have been issued. The work on the G. T. R. shops extension is progressing rapidly. A large gang of men were working on the John street sewer. The assessment roll shows the population of Stratford to be 14,062, an increase over last year of 843. The total value of real property is $7,048,090, an increase over last year of $619,435. Wholesale and retail merchants reported the beginning of the month as quiet, with an increase in trade the latter part. No change in rates of wages or hours of labour, and no trouble in the labour market was reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busily engaged plowing, threshing and marketing. Prices of produce were as follows:

Wheat, 85 cts to 90 cts per bushel.
Oats, 42 cts to 44 cts per bushel.
Hay, $14 to $15 per ton.
Apples, 75 cts to 90 cts per bag.
Pears, 25 cts to 35 cts. per pail.
Plums, 40 cts to 50 cts per pail.
Potatoes, 90 cts to $1 per bag.
Eggs, 18 cts a doz.
Butter, 25 cts to 27 cts per lb.

Manufacturing. — All establishments were doing a good business, especially woodworking factories.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were busy, as were carpenters, lathers and plasterers. Painters, paper-hangers and plumbers were active. Builders' labourers were busy, but the supply was equal to the demand.

Metal.—Iron moulders, workers and helpers were fully employed. Machinists were busy. Blacksmiths, boiler-makers and jewelers had a good month.

Woodworking.—Sash and door factories were busy. Carriage and wagon-makers were active. Coopers were very busy.

Printing.—Printers reported a good month, with no idle men. Ad. and job hands were very busy.

Clothing. — Journeymen tailors were busy. Garment workers at a few of the factories were somewhat dull.

Food and tobacco.—Bakers and confectioners were very busy. Butchers and cigar makers were busy.

Leather.—Harness makers were active.

Miscellaneous.—Barbers reported trade very good; another shop started business this month. Clerks and delivery employees were active. Hotel and laundry workers were rushed.

Transport.—Train crews had a very busy month. Cab drivers, draymen and teamsters were active.

Unskilled labour.—This class was well employed.

DISTRICT NOTES.

Mitchell.—The Woolen Mills Co. is asking a loan of $10,000 for ten years, in order to build an extension to its factory. The company guarantees to employ 40 hands for 11 months of each year.

Goderich.—The town will levy a 25 mill tax rate for 1907.

Palmerston.—The council is negotiating with a manufacturing company to occupy the old carriage factory.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the condition of the labour market in this city as compared with the previous month. Labour was well employed in all departments, weather conditions being most favourable. There have been no large contracts issued, but repair work and the construction of dwellings have kept mechanics well employed. The supply

of unskilled labour has been equal to the demand, there being few idle men in the city.

A scarcity o houses has made itself felt. Rents have been advancing as a result. The prospects are that exceptionally high prices for winter supplies will prevail. The high cost of living has been the cause of numerous small families giving up housekeeping and going to hotels and boarding-houses.

The Southwestern Traction Company connected its line with the local street railway about Sept. 9th, and the cars of that company are now running along the main thoroughfare of the city.

The canning factory recently erected is now in full operation. The amount of produce offering is sufficiently large to meet all requirements. The scarcity of female help is severely felt. The factory now employs seventy-five hands all told, but could easily find employment for fifty additional women and fifteen men, whom it is impossible to get.

The Wednesday half-holidays which were continued throughout the months of July and August were discontinued on September 1st.

About September 1st, a new schedule of wages was put in effect in the Pere Marquette shops. About seventy-five men will be affected by the change in the rates of pay.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had finished harvesting by the miiddle of the month. Oats will average about twenty bushels to the acre. The hay crop will be short. Fall wheat is fair, the cold weather in the spring being responsible for a shortage in this crop. Corn is a good yield where properly cultivated. Barley and peas are a good crop. Fruit, on the whole, is scarce. Apples are fair in some sections, but large prices have been paid for orchards. Peaches are reported scarce. Farm labour is not at all plentiful, and farmers have been obliged to pay a high price for help.

Manufacturing.—Local industries were actively employed on fall orders.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, plasterers, joiners and painters had a good month. Plumbers were fairly well employed.

Metal, engineering and shipbuilding.—Iron moulders and iron workers, machinists and boiler makers had a busy month.

Woodworking and furnishing.—Woodworkers, upholsterers and carriage makers while not rushed with work, had a fair month.

Printing and allied.—Printers and job workers had an active month. Machine men could find employment in this city, as there has been a scarcity of machine operators.

Clothing.—Journeymen tailors are commencing on the fall trade, which promises to be good.

Food and tobacco preparation.—Bakers reported the month an active one. It was rumoured that the price of milk would in all probability advance, but so far there has been no advance made. Cigar makers have been well employed.

Miscellaneous.—The cold weather has somewhat affected laundries, there having been a slight falling off of trade.

Transport.—Railway employees in the traffic department have had an active month.

Unskilled labour.—This class has been well employed. There were few idle men in the city, and no need for any one to be idle providing he is willing to accept rough work.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no noticeable change in the condition of labour during September; all classes were well employed. A number of immigrants arrived and readily found work. Farmers have commenced harvesting sugar beets, of which the

country this year has a very large acreage.

There have been no building permits of any account issued during the month. All large contracts are being closed as fast as possible. On the 20th of the month the large planing mill of W. M. Drader was destroyed by fire, and on the 22nd, his sawmill and box factory suffered a like fate, and the result is that a large number of mechanics and labourers have temporarily been thrown out of work. Factories were running full time, and planing mills overtime. There has been no discontent among the labouring classes and no changes in hours or wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been particularly busy seeding and looking after the corn crop, which, notwithstanding the severe frost in June, will be abundant. Wheat was only a fair crop, while oats and barley were not up to last year. Hay was short, and as a result prices will rule considerably higher this coming winter.

Railroad construction.—The C. W. of E. electric railroad has so far been unable to obtain a crossing over either the G. T. R. or M. C. R.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, carpenters, joiners, plasterers and painters were well employed. Plumbers had plenty of work.

Metal.—Iron moulders were active, but engineers and machinists were quiet. Electrical workers reported a number of good jobs on hand. Blacksmiths were slack. Boiler makers were busy, a number working overtime on repairs.

Woodworking.—Woodworkers of all classes were busy. Carriage and wagon makers had a good month.

Printing.—Printers reported none idle.

Clothing.—Journeymen tailors had plenty of work.

Food and tobacco preparation.—Bakers and butchers had a good month.

Miscellaneous.—Barbers reported good men hard to get, and all busy.

Unskilled labour.—This class was well employed.

DISTRICT NOTES.

Wallaceburg.—A number of new buildings and a large amount of repairs and remodelling are going on. Houses for rent are scarce. The Sydenham glass works was again working to full capacity.

Tilby.—Activity prevails. The canning factory was running overtime on tomatoes and corn.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market at the end of the month was active. Workmen in almost every branch of labour, both skilled and unskilled, were well employed. The C.P.R. Co., has about one hundred men at its warerooms on the docks loading and unloading freight; they will have employment until navigation closes. Manufactures in all branches had a very busy month, and where female help is employed it was very hard to keep up with orders, as that class of labour was in demand, both for factories and domestic work. It was almost impossible to secure a loan for building purposes. This has had an effect on the building trade. Wholesale and retail trade has been very good. Owing to the increase in barber's rates, the journeymen barbers working on a percentage have received a slight increase. There was a strike at the tunnel for an increase in pay, but the company filled the places of the strikers.

CONDITION OF PARTICULAR TRADES.

Building.—There has been very few contracts let during the month owing to the tightness of the money market, although all connected with the building trades were fully employed and wages remained firm.

Metal.—Iron moulders, machinists, coremakers, electrical workers, linemen, blacksmiths, sheet metal workers, and

all connected with these trades were very busy.

Woodworking and furnishing.—Woodworkers, carriage and wagon workers were fully employed.

Printing.—Printers and pressmen were busy on newspapers and job work.

Clothing.—Journeymen tailors and garment workers were very busy.

Food and tobacco preparation.—Bakers, butchers and meat cutters were fully employed. Tobacco workers were very busy.

Miscellaneous.—Barbers have had a good month. Clerks, delivery employees, hotel and laundry workers were busy.

Transport.—Trackmen, freight handlers and street railway employees were busy, as well as teamsters and draymen.

Unskilled labour.—This class was fully employed.

DISTRICT NOTES.

Sandwich.—The canning factory started operations and was giving employment to a large number of hands.

Walkerville.—Trade was very active. Machine shops, furniture factories and bridge works were very busy. The building trades were very active.

SAULT. STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during September. Machinists, blacksmiths and moulders were scarce, at wages of $2.75 to $3.00 per day. Iron workers were also exceptionally busy.

The Algoma steel plant resumed operations on September 9, after a shut-down of three weeks for repairs, relining of blast furnaces, etc. The company operates two blast furnaces; during the shut-down, the capacity of one of these was increased from 150 to 200 tons per day. The rail mill has orders ahead.

The Lake Superior Corporation has about 800 men engaged in the woods, the supply of labour being fairly plentiful, but the quality poor, wages ranging from $28 to $37 per month with board.

Trade, wholesale and retail, was quiet, notwithstanding that local industries were working to full capacity. The Council has struck a rate of 21 mills for the current year, the estimated expenditure being $127,165.

Crops in this neighbourhood will be short, owing to unfavourable weather conditions. In the other industries and skilled trades, normal conditions prevailed.

Reports of rich mineral discoveries were received from the district, especially from Michipicoten Island

Traffic through the canals showed an increase. The following is a summary for August:—

Articles.		U. S. Canal.	Can. Canal.	Total.
Freight:				
East Bound	Net tons	4,800,753	1,896,554	6,697,307
West Bound	Net tons	1,417,505	430,021	1,847,526
Total Freight	Net tons	6,218,258	2,326,575	8,544,833
Vessel Passages	Number	2,117	896	3,013
Registered Tonnage	Net	4,701,337	1,651,125	6,352,462

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During September, there has been a marked scarcity of farm help. This, it is assumed, is the result of reports circulated to the effect that the crop of Western Canada was practically a failure. Such is far from being the case. Many of the farmers have been sending into Winnipeg applications for help that it is impossible to fill. Other reasons, however, existed for the scarcity of labour. All year there has been a steady demand for men for railroad work, and this has cleared the market of that class willing to leave the city. In the city itself a number of workmen have been looking for employment, but they do not wish to leave the city. The demand for manual labour locally has not been nearly as heavy this year as it was last year. The reason for this is the curtailment of the list of public improvements by the city, and the diminution in the amount of building being done. In trades connected with the transportation, there has been very steady employment, and in factories, generally speaking, there has been a degree of activity quite as marked as last month and equal to that of the corresponding month of last year.

The money stringency said to exist is generally regarded as the cause of a slackening in trade. Wholesalers are not increasing their business, but the retailers are not making any complaint. The former appear to be waiting the results of the crop movement, and the storekeepers in the province show a decided disinclination to buy until they are fully satisfied as to what the condition of their farmer customers will be in when the crops are threshed.

During the month there have been several important changes in rates of wages. After conferring for about two weeks with the officials of the Canadian Pacific Railway in Winnipeg, the machinists employed by that road succeeded in making a new schedule, providing for a nine-hour day in place of a ten, the rate of pay remaining the same; that is, the men will get the same amount of pay for nine hours' work as they previously obtained for ten hours. The exact figures are shown on the table following:—

OLD SCHEDULE.	Working Day, Hours.	Hourly Wage.	Daily Wage.
Division:			
1st Division—Fort William to Broadview (not including Broadview)	10	$.37½	$3.75
2nd Division—Broadview to Kamloops (not including Kamloops)	10	.40	4.00
3rd Division—Kamloops to Vancouver (inclusive)	10	.38½	3.85
NEW SCHEDULE			
1st Division	9	.42½	3.82½
2nd Division	9	.45	4.05
3rd Division	9	.43½	3.91½

This new schedule came into force on September 1st., and will affect approximately 600 men located at the various divisional points of the Canadian Pacific Railway between Fort William and Vancouver.

About 140 boilermakers working for the same company obtained a similar advance; the bulk of these are employed at Winnipeg.

The secretary of the Winnipeg Industrial Bureau reported that several

new factories will probably be erected in Winnipeg shortly. A large building to serve as a central exchange for the government system of telephones in the Province of Manitoba is in course of erection. The contract for the building was let by the government on September 5th. Work will also be commenced immediately upon the construction of about fifteen miles of subways to cost $83,000. The exchange building is estimated to cost $97,172.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing operations have been impeded by bad weather. Cutting may be said to have been completed. So far, but little of the new crop has been marketed, and it will not move in bulk until about the middle of October. In many parts frost did very considerable damage; in other districts, farmers who feared a few weeks ago that their crop was almost wholly a failure, have obtained a satisfactory yield. These varied conditions make it very difficult to form an opinion as to what the general result will be.

Railroad construction.—Railroad contractors are complaining of their inability to get men.

CONDITION OF PARTICULAR TRADES.

Building.—The number of men employed in the building trades during September was not nearly as large as during the same month last year. The amount of building being done is smaller than was anticipated, although plans for several large buildings have been approved by the building inspector during the past few days.

Metal and engineering.—All branches of the engineering trades were busy, although employers are economizing to their utmost in the matter of labour. Unless the crop turns out better than expected, it is possible that the staffs of some of the foundries and machine shops will be cut down during the winter months.

Woodworking.—The woodworking factories of all kinds were active. Orders were coming in steadily.

Printing.—The allied trades have experienced dullness during September, and some of the offices have not been able to keep their full staffs in steady employment.

Clothing.—There has been some dullness. One establishment laid off all their workpeople for some weeks. Towards the end of September there was a decided change for the better. The workpeople that were laid off claimed that they were entitled to a week's notice, and sued their employers for a week's wages in lieu of the notice. A test case was taken before the magistrate, and it was argued that inasmuch as the employer always retained a week's pay in hand, which was forfeited in case the employee left without notice, an understanding was created that the employer should give a week's notice when he discharged an employee. The magistrate dismissed the case on the ground that the employee had taken her wages in full. She ought not to have taken the cheque if she had intended to sue, was the opinion of the magistrate.

Food and tobacco preparation.—Conditions were normal.

Transport.—There has been a rush of freight in anticipation of the closing of navigation.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the latter half of August and the begining of September, labour generally was well employed. Bricklayers were somewhat quiet owing to a lack of bricks. There was a small demand for first class carpenters. The total number of building permits to date for this year is 221, with a value of $471,230. Several large buildings have still to be erected, bringing the figures well over half million dollars.

The work on the large machine shops for the C.P.R. was progressing, and the outside walls of the winter fair build-

ing were nearly completed. The Government phone exchange will cost in the neighborhood of $35,000; its foundation may be built this fall. The board of governors of the Brandon College were making preparation to add next year another large wing to the present college to cost about $65,000.

The tax rate for this year is nineteen mills on the dollar. The boilermakers of the C.P.R., have secured a nine hour day and an increase in wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvesting was general. In the Elton district the farmers were busy cutting. To the south of Brandon cutting was also general. The wheat is in first-class condition. A sample picked at random was of a plump nature, the color is turning and will likely grade No. 1 hard, with ordinary weather ensuing for the rest of the harvest season. Reports are to hand from the southeast of Brandon and give promise of a much better crop than was expected earlier in the season. Crops are late and run the risk of frost. A crop expert estimates the crop as in the neighborhood of 80,000,000 bushels, which at the increased prices which are sure to rule this season would net a greater equivalent in cash than the crop of 1906.

Railroad construction and employment.—The G.T.P. has inaugurated its first train timetable from Portage la Prairie to Rivers, the first divisional point. A construction and several mixed trains make daily runs on schedule time. It is reported that the C.P.R. grade will be completed to Lanigan, Sask., this month. Good progress is being made on the Canadian Northern main line. Ballasting work on the line to Edmonton was being rushed forward very rapidly. Several steam shovels and a large gang of men were at work. Building operations in the way of depots and round houses were going on all along the line. The Canadian Pacific Railway Company has given the contract for grading seventy miles west of Tugaski, Sask., on the Moose aw and Edmonton branch. The operations have already commenced.

Manufacturing.—Flour mills and sash and door factories reported business very brisk. Seven large boilers have been placed in the new building of the Electric Light Company. The capital stock of the Brandon Electric Light Company was increased from $125,000 to $400,000.

CONDITION OF PARTICULAR TRADES.

Building.—Building employees were working full time with the exception of bricklayers, who were waiting for brick. Carpenters were busy finishing the season's work. Plumbers and steamfitters were brisk.

Metal. — Iron moulders, machinists, steam engineers, sheet metal workers and boilermakers were active.

Woodworking and furnishing.—Woodworkers, upholsterers and pattern makers were steadily employed.

Printing. — Printers and pressmen were active.

Clothing. — Journeymen tailors, garment workers, and boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, cigar makers, ice handlers and tobacco workers were active.

Miscellaneous.—Trade with barbers, clerks, stenographers, delivery employees and laundry workers was active.

Transport.—Traffic on all the railways was very heavy. Cabmen, teamsters and expressmen were actively employed.

Unskilled labour,—The market is not overstocked. There was a shortage of harvest hands throughout the province.

DISTRICT NOTES.

Since the arrangement between the provincial government and the C.N.R., for a joint railway and traffic bridge at *Prince Albert, Sask.*, has been closed, it has become evident that the city will be built on both sides of the Saskatchewan River. A number of residences are now under contract, and a site has been purchased in Hazel Dell, on which a new $30,000 hotel will at once be erected to be opened next spring.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during September has been fairly active, showing a slight improvement over the preceding month, although not comparing favourably with the corresponding month of last year. There has been a marked improvement among carpenters and a slight improvement in the bricklaying and building trades generally. Plasterers reported marked activity, and there will be a steady demand for some time. The rate of wages, per hour, among carpenters is 35c., whereas at the beginning of the season 27½c. was the minimum wage.

The past month has been an anxious time for the farmers. Dry, hot weather was required to ripen the crop rapidly, and in place of this, cold weather and a considerable amount of rain has been reported. Some damage was done by frost on the night of September 11th, but as far as this district is concerned, the damage has been much exaggerated. Not more than four degrees were recorded at any point in this district, and the bulk of the grain was sufficiently advanced to avoid being damaged by that amount. In some districts the wheat has been cut very green, and though every precaution was taken in the way of building large stooks and capping well, there is no doubt that in some cases the grain will shrink. Owing to the high price of wheat, however, the farmers anticipate netting as large an amount as in previous years.

The wholesale grocery firm of Messrs. Campbell Bros. & Wilson has purchased the warehouse of the H. W. Laird Co., Ltd., and will open here on Oct. 1st.

The Canadian Pacific Railway Co. has let the contract for the construction of the branch from Regina to connect with the Kirkella branch at Bulyea. This will enable Regina to control a large and highly productive country to the north.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were fairly active, the condition of the former being slightly better than at the beginning of the month. Carpenters found employment considerably improved, very few men being out of work. Lathers were active, and plasterers exceedingly busy. Painters and decorators were active, and reported a steady improvement in employment. Plumbers, gas and steamfitters were very busy. Stonecutters were only fairly active, and builders' labourers were quiet.

Metal.—Electrical workers were active.

Printing.—Job and newspaper printers were exceedingly busy at the beginning of the month, but a general falling off in the job departments was reported later. Bookbinders were very busy.

Food and tobacco preparation.—Bakers and confectioners were busy. Cigar makers were active, and reported better conditions than in the preceding month.

MOOSEJAW, SASK., AND DISTRICT.

M. J. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes were exceptionally well employed and labour was in demand. Though a number of farm hands from Eastern Canada were distributed in this neighbourhood, additional men were required for threshing and harvesting. In railway construction, a busy month was reported. Locomotive firemen have had their wages increased. Staffs in the erecting shops and roundhouse, including boilermakers, machinists, blacksmiths and fitters also had their wages advanced, and were granted a nine-hour day. The construction of new freight yards in the west end of the city has been begun by the Canadian Pacific Railway Company, and will give employment to all available men and teams. The yards when completed will give storage and track room for 2,000 cars. The company is also erecting

an addition to the roundhouse for locomotives, to cost $60,000. Civic improvements afforded considerable employment. The brick yards were busy owing to the increased demand for product. Coal dealers had a very busy month, a greater amount of fuel being delivered than in any previous year at this time.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Though the season is exceptionally late, farmers are receiving a higher price for their grain than last year. Little damage from frost was reported, and it is estimated that the yield of this district will average 25 bushels to the acre. Employment at good wages was active during September.

CONDITION OF PARTICULAR TRADES.

Building.—The month was active, with bricklayers, carpenters and painters. Plumbers were very busy and builders' labourers were in active demand.

Metal and engineering. — Machinists and horseshoers were active. Steam engineers, electrical workers, blacksmiths and jewelers were busy, with linemen very busy.

Woodworking and furnishing.—Woodworkers, upholsterers and varnishers had fair employment. Carriage and wagon makers were active.. Car builders were very busy.

Printing.—The allied trades were well employed.

Clothing.—Tailors and garment workers were active. Boot and shoe workers were busy.

Food and tobacco preparation.—Bakers, butchers, etc., were well employed.

Miscellaneous.—Barbers were active. Hotel and restaurant employees and laundry workers were very active. Clerks and delivery employees were very busy.

Transport.—Traffic was heavier during the past month than at any previous time in the history of the province.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brock ebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during September was better employed than in the preceding month, but not so busy as in the corresponding month of 1906. There was considerable improvement, especially in the building trades. Farmers have also employed a large number of hands. This increased the demand for unskilled labour, but the supply of all classes remained in excess. The public works committee, of the city council, commenced the erection of the new city hall to cost $120,000. The council also called for tenders for the construction of 12 miles of street railway. Transportation continued heavy in passenger and freight departments. Bank clearings for the week ending September 21 were in advance of the corresponding week of last year. Wholesale and retail trade for September was fully as active as in the corresponding month of 1906. About 40 tinsmiths employed on city work went on strike on September 2 pending an adjustment of their wage scale. They returned to work eight days afterwards, receiving an increase of 2½ cents per hour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had the greater part of their grain in stook at the end of the month, and threshing had commenced in the southern portion of the province. Though the grain was slightly injured by frost it was conceded that the farmer will realize more for his crop than he has averaged for the last five years, on account of the increased prices.

Manufacturing.—The Alberta Biscuit Company has decided to spend $100,000 on improving its plant. Another storey will be added to the mixing building, and a packing department installed. A $2,000 cartoon packer will shortly arrive and with these additions the company expects to increase its capacity from 75,000 to 100,000 a day.

Mining.—There has been organized at Port Arthur, Ont., a company, known as the Great West Coal Company, which has purchased a large tract of coal lands in Alberta and the charter of the Great Western Railway Company which runs down through the coal lands to the international boundary line. It was stated that the Canadian Pacific Railway Company intended spending $1,500,000 in developing six miles of coal lands near Fernie and Hosmer, B. C., The company has awarded contracts already, and has 200 men at the mines.

Railroad construction.—Work was commenced on the new Canadian Pacific Railway station, which when completed, will cost in the neighbourhood of $300,000. The company has a large staff here and pays over $1,000,000 per year in wages and salaries. The general superintendent's office has charge of 1,343 miles of railway, and thirty trains arrive at and leave Calgary daily.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, plumbers, steam and gasfitters and builders' labourers were active. Stonecutters were quiet.

Metal, engineering and shipbuilding.—Electrical workers, linemen, backsmiths, sheet metal workers, horseshoers and jewelers were active; the other branches were busy.

Woodworking and furnishing.—Activity prevailed.

Printing.—Printers, pressmen, etc., were busy.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Work was active.

Leather.—Leather workers and saddlers were active.

Miscellaneous.—Delivery employees, hotel, restaurant and theatre employees were active; the others were busy.

Transport.—All classes of railway employees were busy. Cab drivers teamsters etc., were active.

Unskilled labour.—Was busy.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinney, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was employed to about the same extent as last month. While the number of mechanics and labourers working is about the same as a year ago. The demand for labour does not show the usual increased activity evidenced in other years at this season. The supply of mechanics exceeds the demand. A permit was issued by the Provincial government recently, for the erection of a ten thousand dollar building to be used as a temporary legislative hall. Building permits issued from January 1st, 1907, to August 31st, total $2,030,700, but owing to the stringency in the money market, a considerable part of this will not be undertaken this year.

Work on the government telephone system is progressing, and by the end of the year, about 400 miles will be in operation. The Lacombe-Stettler line is finished, as is the line from Wetaskwin to Daysland. The lines from Edmonton to Lloydminster, and Macleod to Blairmore are progressing favourably; so also is the rural line north from Vegreville, which will be of great convenience to the farmers. When the present season's programme is completed, the Public Works department will have built in the neighbourhood of 150 miles more than the Bell Company has in the past ten years.

The new packing plant being erected by the J. Y. Griffin Co. (Swift & Co.) will be one of the most important of its kind in the west. The equipment all through will be modern, with a capacity per day of 5,000 cattle, 3,000 hogs, 1,500 sheep.

The president of the Grand Trunk Pacific stated, that the line would enter Edmonton next spring or early summer. Grading between Clover Bar Bridge and Saskatoon was well under way. Steel will be on the ground for bridge building during the next 60 days.

During the beginning of the present month, the case preferred by the Provincial government against the Alberta Retail Lumbermen's Association for alleged combination in restraint of trade was instituted. The summons also included an indictment for combining with the British Columbia manufacturers to arrest the manufacture and transportation of lumber. A feature of the case was the destroying of certain documentary evidence by the Lumbermen's Association. The case has been, for the present, postponed by the Deputy Attorney-General.

A number of settlers (about 50) left Edmonton some time ago for the Peace River country.. They are in charge of the Peace River Colonization and Land Development Company, with an office in Winnipeg. This company was organized to take over the grant of land made by the government some time ago to the the Roman Catholic church. It comprises four townships, and is about 60 miles southeast of Dunvegan. It is the intention of the company to place a settler on each quarter section of government land in the block.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were fairly well employed, as were lathers and plasterers. Carpenters were not employed as fully as in other years at this season. This applied also to painters and paperhangers, a number of whom were unemployed. Plumbers and steamfitters and builders' labourers were quiet.

Metal.—Electrical workers and sheet metal workers were quiet, but horseshoers and blacksmiths were busy.

Printing.—Printers and pressmen were quiet.

Clothing.—Journeymen tailors were busy.

Food and tobacco preparation.—Bakers and confectioners reported trade fair. Cigar makers were busy.

Miscellaneous.—Barbers and hotel employees were active.

Transport.—Teamsters and expressmen were fairly active.

Unskilled labour.—The demand was fair, with supply about equal.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district during September was active, except in the smelting industry. The shutdown of the smelter at Nelson, about the middle of the month, threw over 100 men out of employment. Conditions in the mines at Rossland were improving, the Le Roi having about 225 men at work, which number will be increased to over 300 as soon as a sufficient supply of coke is assured. At the Centre Star also, the force would be materially increased if the supply of coke justifies increased shipments. The fuel situation, however, is gradually improving, and is expected to be normal within a short time.

A rich strike of ore was reported from the Slocan district.

A disagreement between the company operating the St. Eugène mine at Moyie, B. C., and its employees, with regard to wages, was referred for adjustment to a board under the Industrial Disputes Investigation Act, the men returning to work pending the decision of the board.(*)

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in this district, continued active, and the weather being all that could be desired for outside work, good progress was made on the many new buildings under construction. Indications pointed to a continuance of activity, as long as the weather is suitable. About twenty-five per cent. more men

* A statement in detail with regard to the appointment of the board is published in a special article elsewhere in the present issue.

were employed in this city and vicinity than was the case a year ago. No shortage was reported in any lines, although higher wages have been paid this year than last. Construction has commenced on the electric railway between this city and Chilliwack; about seventy-five men were employed, and this number will be largely increased in the near future. The distance to be covered by this line is sixty-two miles. It will pass through the municipalities of Surrey, Langley, Matsqui, Sumas and Chilliwack; the cost when completed is estimated in the neighbourhood of one million dollars. This line will be of great advantage to this district. Good progress is being made by the V., V. & E. Railway Co. in the building of the line of railway from this city to Blaine, Wash. The customs receipts at this port for the month of August last, show an increase of $2,000 over the corresponding month last year. In freight, exports from this city headed the list in this province for the month of August, with $86,889, Vancouver being second with $34,170. A small strike occurred during the month on one of the river steamers, the deck hands of which demanded 40c. per hour for overtime after 9 p. m. The places of the men were filled by Japanese. The latter, however, are not strong enough to do the work, which at certain times of the year s very arduous.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy getting their grain crops threshed and housed. The weekly market in this city has grown beyond all expectations, as shown by the fact than an addition to the present building is being constructed.

Fishing.—The sockeye season closed on August the 25th. It was expected that the canners would ask for an extension of time, but they considered that it would not be advisable, as better results might be expected another year if the salmon, which might come later, were allowed to pass up the river to the spawning grounds. The season has been to a great extent, a failure, only about 55,000 cases being secured. The fishermen did not make expenses. The price of salmon in the English market has advanced, and is expected to reach a higher figure this year than ever before, owing to the small pack in this province.

Lumbering.—The local mills were working to full capacity, and very little stock was on hand, the demand being fully equal to the supply. A large schooner cleared from this port during the month with a cargo of lumber for San Francisco.

CONDITION OF PARTICULAR TRADES.

Building.—The various branches were active, with builders' labourers busy.

Metal and engineering.—Activity prevailed, with electrical workers busy.

Woodworking and furnishing. — Car builders (electric) were busy. Shingle weavers were active.

Printing and allied.—Printers and pressmen were active.

Clothing. — Journeymen tailors were busy. Boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, and cigar makers were active.

Leather.—Tanners and curriers were active.

Miscellaneous. — Barbers, clerks and stenographers, hotel and restaurant employees and laundry workers were active.

Transport.—Freight handlers, steamboatmen, street railway employees, teamsters and expressmen were busy.

Unskilled.—This class was busy.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment during the latter part of August and in Septemebr has been brisk, with the supply of labour well up to the demand, though there were a few complaints of shortage of skilled mechanics in the house carpentering line. During the early part of the month, the *Daily Times* had interviews with about twenty different contractors on the question of

the labour supply, and about four-fifths were of the opinion that they could always obtain the help they required at current wages. The Provincial Bureau of Immigration has received a number of inquiries from prospective immigrants who want positions as farm labourers.

The following number of immigrants were landed at the port of Victoria during July, August, and up to September 19:

July:	
Japanese	863
Chinese	121
First time Chinese	40
Hindoos	13
Total	1,037
August:	
Japanese	423
Chinese	249
First time Chinese	70
Hindoos	15
Total	757
September:	
Japanese	840
Chinese	203
First time Chinese	49
Hindoos	
Total	1,092
July, August and September:	
Japanese	2,126
Chinese	573
First time Chinese	159
Hindoos	28
Total	2,886

The total amount collected in payment for duties at the Victoria customs house during the month of August was $17,285 in excess of the amount collected during August of last year.

At the Inland Revenue Department an increase of about $800 is shown, which is not quite up to the average increases for the past few months. Local bank clearings for the month of August show an increase over the corresponding period in previous years. The total clearings for the month aggregated $5,026,571 as compared with $3,791,456 for August last year, an increase of $1,235,115.

CONDITION OF LOCAL INDUSLRIES.

Fishing.—The trap fishing season, which terminated on August 25, has been extended. The sockeye run this season has been so small, and the business of the canneries so unremunerative, that following the action taken last year by the Fisheries Department, the trap season was extended for the taking of cohoes, humpbacks and dog salmon. By reason of the extending of the time of the trap season, it is expected that the small sockeye catch will be supplemented with a fair catch of cohoes.

Lumbering.—The lumbering industry is very brisk at present. The Jordan River Logging Company is putting in two large Climax locomotives. At present there is a crew of 90 loggers at work, with four donkey engines, and when the railroads are in operation, it is expected they will employ 150 men and will be able to get out 100,000 feet of fir and cedar per day. Next season the company proposes to erect a large sawmill at Jordan river, to cut about 150,000 feet of lumber per day.

Shipbuilding.—The British Columbia Marine Railway Company is keeping a large force of men employed in the construction of the hydrographic steamer for the Dominion government, and the building of a new tow boat for the Canadian Pacific Rrailway Company. Considerable repair work is also being done.

Sealing.—It is expected that the catch of the Victoria sealers will be small this season.

CONDITION OF PARTICULAR TRADES.

Building.—The building inspector has reported that the total cost of buildings erected during the year will pass the million dollar mark. Everyone employed in the building trade has been kept busy, and will continue so for many months. Many new residences are being erected in the adjoining suburbs, the cost of which is not estimated by the city officials.

Metal, engineering and shipbuilding.—Iron moulders were all working full time in the different shops, and in some instances, notably, the Albion stove works, have found it difficult to keep up with orders. The B. C. Marine Railway Co. keep about 25 moulders constantly employed. There are no idle machinists,

engineers or steam engineers. Electrical workers and linemen find no difficulty in obtaining work. Stove mounters were also well employed. The blacksmiths lost no time during the month. Boilermakers and iron ship builders engaged in the different shipbuilding yards had plenty of work. Sheet metal workers found September a busy month.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were well employed. Pattern makers and coopers were active.

Printing and allied.—Printers, pressmen and bookbinders were well employed. The Provincial government printing office still keeps a large force of men employed, principally on the B. C. *Gazette,* which has been very materially increased in size, owing to the publication of timber and other official notices.

Clothing.—Journeymen tailors and garment workers were extremely active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were all well employed. Cigar makers find local goods well patronized, and the regular number of employees were all busy.

Leather.—Leather workers and saddlers were all working full time. Harness makers have had their hours reduced and pay increased lately, now getting $3.00 for a nine-hour day as against $2.50 for ten hours in the past. Trunk makers were actively employed.

Miscellaneous.—Barbers were all active. Clerks, stenographers, delivery employees, hotel, restaurant and theatre employees reported a very busy month. White laundrers here are doing a good business, notwithstanding Chinese competition.

Transport.—Work was very brisk, owing to the fine weather on the coast.

Unskilled labour.—Unskilled labourers had all the work they could do. This condition will prevail for some time.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was unchanged as compared with August, the demand continued to exceed the supply, especially among unskilled labourers. The coal trade continued exceptionally active. The number of tourists and others visiting the city has been greater during the past month than in any previous season. Wholesale and retail trade was very active. There were no changes in wages reported.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Fishermen were quiet, the run of herring not yet having begun. Work on the whale fishery in this neighbourhood was rapidly advanced, and the station is expected to be ready for the coming winter season, when the weather becomes too rough for operations on the outside coast.

Lumbering.—The local mill was working full time. One sawmill in the neighbourhood has shut down, owing to the falling off in the demand for lumber in the northwest provinces. Work continued active in the camps, though the demand for logs, except for those of first quality, was less than in the earlier months of the season.

Mining.—The coal trade was exceptionally active, and though the mines were increasing their outputs as fast as possible, they were unable to meet the increasing demand. A good deal of boring for coal was in progress in different parts of the city, and further development work on a large scale is expected.

Railway construction.—The clearing of the right of way for the extension of the Canadian Pacific Railway line to Alberni, a distance of about 60 miles, was in rapid progress. Grading will be commenced as soon as possible. The Western Fuel Company has arranged with the

Canadian Pacific Railway Company for the construction of a transfer slip and connection with the main line. The sandstone quarries were working steadily, there being a growing demand for the product.

CONDITION OF PARTICULAR TRADES.

The outside building trades were fairly active, but the supply of labour was fully equal to the demand. Carpenters were busier than in several years past. Painters were active and plumbers were busy. There was a scarcity of certificated engineers of the higher grades. Blacksmiths, carriageworkers and printers were well employed. Teamsters and expressmen had more work than they could handle. Unskilled labour was in steady demand.

REPORT OF THE ROYAL COMMISSION APPOINTED TO INQUIRE INTO DISPUTE BETWEEN BELL TELEPHONE COMPANY AND EMPLOYEES AT TORONTO.

THE report of the Royal Commission appointed in February last to enquire into the dispute between the Bell Telephone Company, Limited, and operators employed in its offices at Toronto, with respect to wages and hours of employment, "and all matters affecting the merits of the said dispute and the right settlement thereof," was issued from the Department of Labour on September 12.

Nature of the Report.

The report of the Commission is in the form of a blue book containing 102 pages. The Commissioners, after stating the particulars of the dispute which led up to the appointment of the Commission, proceed to an examination of the evidence taken before the Commission. The subject is considered under the following aspects, namely: (i) the remuneration of work in its relation to the cost of living; (ii) the duration and intensity of the work involved; (iii) the methods of work and the elements of nervous strain; (iv) the opinions of many leading physicians placed before the Commission; (v) a comparison between the schedule as proposed at the time of the dispute and the schedule as revised before the Commission and made acceptable to the representatives of the employees. The closing chapter of the report contains the conclusions and recommendations of the Commissioners. These may be summarized briefly as follows:—

(i.) The appointment of a commission of medical experts to examine into the effect of the occupation of telephone operating upon the constitution of those engaged therein.

(ii.) The adoption of a new schedule of hours involving six hours work or the intervening periods of relief spreading work and reliefs over a total period of from eight to 8¾ hours.

(iii.) Overtime to be absolutely prohibited.

(iv.) No young women to be employed at telephone operating until they have passed their eighteenth year.

(v.) No young women to be engaged as telephone operators until they have passed an examination as to their health, particularly as to their nervous system, throat, lungs, sight, hearing and tendencies towards tuberculosis.

(vi.) Changes in the mechanism of the apparatus employed, and in the style of seats, tending to increase the comfort or convenience of the operator.

(vii.) Improved ventilation of the operating room.

(viii.) The application to telephone companies of the criminal laws applicable to news improperly obtained or divulged by telegraph operators or officials.

(ix.) The establishment of a permanent Board of Conciliation composed of representatives of the officials of the Company and its operators, to which might be referred at stated intervals, points of difference between the officials and the operators with an appeal to the head officers of the Company, where matters in dispute fail of successful settlement before the Board.

Origin of the Dispute.

It will be remembered that the dispute to which the Commission had reference began on January 24 last, when notices were posted in the local exchange of the Bell Telephone Company in Toronto, stating that the operators were from February 1st to work under an eight-hour schedule instead of the five-hour schedule that had been for some time in vogue, and which was pronounced by the Company to be a failure; the notices also declared the wage schedule which would rule after the date named.

Many of the operators contended that the change indicated would occasion a physical strain of a severe character, and also that the proposed changes in wages were not at all commensurate with the increased working hours. A strike en-

sued as a consequence, and on January 30 the Mayor telegraphed to the Department of Labour requesting its intervention. The Minister of Labour requested Mr. W. L. Mackenzie King, the Deputy Minister of Labour, to proceed to Toronto and lend the good offices of the Department with a view to averting the threatened strike and to effecting an amicable settlement of the difference between the Company and its operators. Mr. King reached Toronto on January 31, and immediately entered into negotiations with the two parties; but in the meantime, the operators, having failed to obtain any concessions from the Company, had decided to strike on February 1, and about 400 operators, supervisors and monitors in the employ of the Company accordingly ceased work on that date. The employees, by resolution passed at a mass meeting on February 1, requested the Minister of Labour to institute a public inquiry into the matter in dispute, and promised, in case such an inquiry was undertaken, to return to work in the meantime. The Deputy Minister of Labour, after acquainting himself with the circumstances, recommended the appointment of a Royal Commission to make inquiry into the matter of the dispute, and a Royal Commission was appointed on February 2, constituted as above, and commenced an inquiry forthwith. On Monday, February 4, the Commission was received in Toronto. On the same day, the striking employees, who had promised to return to work to save public inconvenience in the event of an inquiry into the dispute being undertaken by the Minister of Labour, offered their services to the Company, and were in most cases immediately re-engaged, so that the strike was practically at an end. An account of the proceedings incident to these various phases of the dispute has been already printed in the *Labour Gazette**, and that portion of the Commissioners' report which relates thereto may be briefly summarized on the present occasion.

* A full report of the incidents of the strike and of matters connected with and arising out of the same down to the settlement effected before the Commission was printed in the *Labour Gazette* in March, 1907.

General Standing of the Company.

The Bell Telephone Company commenced business in Toronto 23 years ago under an Act of Incorporation from the Dominion Parliament passed in the year 1880. At the beginning of the present year the subscribers under the management of the Toronto office numbered 14,900, and the last annual statement shows a total expenditure for the year 1906 of $329,714.82 for salaries and wages on account of the Toronto and Toronto Junction exchanges, and a total revenue of $800,445.22. There is a main exchange on Temperance street, and branches in North Toronto, Parkdale, Toronto Junction and Balmy Beach, while a new one will shortly be opened in the northwest portion of the city. The total number of the employees of the Company on January 1, 1907, was 878, of whom 538 were operators, supervisors and monitors, the remainder being special service employees, linemen, instrument and switchboard men, and employees of the business office.

In October, 1903, the Company had occasion to introduce into the main exchange as a temporary expedient a day of five hours instead of one of eight hours with reliefs and intermissions such as had hitherto prevailed, the wage scale remaining unchanged so far as those in the employ of the Company at that time were concerned. The arrangement thus introduced as a temporary expedient was extended from time to time, until in January, 1905, it appears to have become the adopted and generally recognized practice of the Company, and the day of five consecutive hours was extended to the branch exchanges on or before January 1, 1905.

Factors in Determining Time Schedule.

One of the chief determining factors in the arrangement of a time schedule for telephone operation is what is known technically as the "traffic curve," being the volume of necessary work. The strain of work is greatest at eleven o'clock in the morning and at five o'clock in the afternoon. Between the hours named

the work first slackens and then rises to what is termed "the peak of the load." By ten o'clock in the evening day operating is over and night work begins; from ten o'clock p. m. until seven a. m. the calling is intermittent, and save for emergencies can be handled by a greatly reduced staff. The normal curve is of course subject to periodic and special conditions and fluctuations caused by exceptional occurrences or conditions. Thus the nature of the calling requires that the operating staff should be divided, so to speak, and that extra or relief members should be constantly at hand. "To effect this division," say the Commissioners, "so as to economize operators both in the regular and the relieving staffs is the problem with which a business manager of a telephone company is confronted."

A further consideration to be kept in mind in the arrangement of the schedule is that the operators being young women, for the most part between the ages of 17 and 22 years of age, regard must be had for their protection and safety in going to and from work, which places a limit on the hours at which it is desirable for the day staff to leave and the night staff to come on, and similarly as to the hour when the day staff shall resume charge in the morning. The hours of the night staff have become generally accepted as from 10 p. m. to 7 a. m. The period from 7 a. m. to 10 p. m. is 15 hours, and represents an exact division of the day staff into groups of three, each group working for a period of 5 hours, or into two groups, each group working seven hours and a half. The five hour system appeared to render possible such a disposition of the staff as would meet the various emergencies of the work. No reliefs were allowed under this system, and it was contended on behalf of the Company that an advantage of the shorter hours to the operators would be that it would leave them more refreshed in taking up their work from day to day.

When it was decided to return to the eight-hour schedule, it was contended by the Company that the five-hour schedule had failed to meet the expectations of those who had favoured its introduction; that instead of the operators being in better shape for work in consequence of a longer period of rest, many of them during this period engaged in some additional employment, such as assisting in housework, or the making of clothes, or other service which taxed their energies or else participated in amusements of one kind or another to such an extent that they were more fatigued at the time of beginning work under the five-hour schedule than they would have been had the greater part of the day been devoted to the work of operating, as would have been the case under the eight hours. It was further contended that the five-hour arrangement had failed to afford the efficient service which the public had a right to expect.

Official Investigation.

During 1906, the Company, whatever may have been the cause, experienced cons derable difficulty in carrying on its service efficiently. Mr. J. K. Dunstan, the local manager at Toronto, was inclined to believe the inefficient service was due to the five-hour schedule, which he had never favoured, and he made representations to this effect to the head office at Montreal. In March, 1906, the head office decided to have a special report prepared upon the subject. Mr. James C. T. Baldwin, an American citizen residing at Boston, and employed by the American Telephone and Telegraph Company, was retained by the Bell Telephone Company to visit Montreal and Toronto and conduct an investigation. Mr. Baldwin visited Toronto in the latter part of June, 1906. He remained in the city not longer than two days, but arranged while there to have record sheets and other material sent to him for purposes of examination after his return to Boston. On November 30, 1906, he submitted his report, and this, with a report of Mr. Hammond V. Hayes, the chief engineer of the American Telephone and Telegraph Company, dated December 4, 1906, was forwarded from Montreal on December 17, 1906, by Mr. James A. Baylis, the electrical engineer of the Bell Telephone Company, to Mr. Dunstan.

Mr. Baldwin, in the course of his report, stated that "the underlying idea of the five-hour schedule is to have the operators work at an extremely high rate during a few hours of the day, and have them replaced by fresh operators, instead of having an ordinary system of relief during the longer day," and further, that "the results of this new method of handling the operating force in Toronto, when compared with the cost of handling calls in Montreal, shows up greatly in favour of the five hour schedule, if the cost of operating alone is considered." But Mr. Baldwin pointed out that "it is necessary to consider the quality of the service given to the subscribers in the two cities," and proceeded then to make a comparison as between Toronto and Montreal, on which he commented as follows:—

From the results shown, it would appear that the service given in Toronto costs much less than it does in Montreal, but on the other hand, the service given in Toronto is poorer than the service given to subscribers in Montreal. It is fair, however, to say, that by increasing the cost of service in Toronto, by reducing the number of calls per operator in the busy hours, there is no doubt but what the service could be put on a plane equal to that of Montreal, without increasing the cost proportionately.

Mr. Baldwin was not willing without further tests and investigation to say whether the five-hour system should be introduced into other offices than Toronto, or whether the Toronto office should revert to the eight-hour system.

Commissioners' Comments on the Proposed Change.

Mr. Dunstan discussed this report at some engtth in a letter to Mr. Baylis, dated December 20, 1906, printed in the report, and on which the commissioners make the following remarks:—

From Mr. Dunstan's letter of December 20, 1906, to Mr. Baylis it will be seen that Mr Dunstan, while himself strongly favouring a return to an 8-hour schedule, felt at the time the letter was written that a return to the longer hours could not be made until the new exchange on College street was completed, and the company's plant enlarged so as to admit of an extension of equipment, and an increase in the number of operators sufficient to cope with the increase in the company's business. Nothing, he thought, could be done 'for about a year.' Mr. Dunstan, moreover, clearly realized that it was high pressure of work and low wages which were responsible for the inefficient service in Toronto, and he told the head office so very plainly. 'The faults,' he says, 'are those of too rapid operating. People cannot work at high pressure forever, and this is now realized. The principle is wrong. It is impossible in an office like the Main to employ a plan which involves operators working at an extremely high rate' and, elsewhere in the same letter, 'as previously pointed out, from 30 to 40 per cent. of the staff board and this percentage must govern. They require a living wage and are now feeling it impossible to meet the increased cost of board.' The inevitable effect of the low rate of wages paid by the company was, as the local manager stated, the class of operators desired turned away, the applicants for positions fell off, and the company had great difficulty in obtaining either the number or class of operators required to properly carry on its business. It was necessary, therefore, to increase wages, and to do this immediately if the service were not to continue to suffer, and the alternative which apparently confronted the Montreal conference, in reference to the Toronto exchange, was whether the increase of wages should take place immediately, the hours remaining as they were, until, at least, after the College street exchange was completed, or whether there should be an increase in wages and at the same time a readjustment of hours which would help to offset any increased cost of service consequent upon the increase in salaries. 'If short hours are continued' wrote Mr. Dunstan on January 16, 'an increase in salary must be made and the present cost of service thereby advanced. It is very advisable to make the change in hours and wages coincide.'

It would appear that when the matter was discussed at the Montreal conference it was the evident desire of those present that the wages and hour question, so far as Toronto was concerned, should be dealt with at one and the same time, that any changes in wages might be accompanied by a change in hours. Also, that if at all possible, the change should be made without waiting for the completion of the College exchange. It was decided to increase the wages of the operators at Montreal, the change to take effect from the first of the year. A salary schedule applicable to the Toronto exchange was tentatively adopted and Mr. Dunstan was evidently instructed to go more fully into the question and see if it would not be possible to have the new schedule put into effect forthwith. It would appear that it had been represented to the conference that there was a considerable number of applicants for positions as operators in the company's office on the Toronto list; also, that notwithstanding his letter of December 20, 1906, Mr. Dunstan had conveyed the impression that it would be possible to so arrange matters at the Toronto Main exchange as to afford the necessary relief to the operators which would be required under the adoption of an 8-hour schedule. Mr. Macfarlane, the general manager, was emphatic in his statement before the commission that at the time of the conference he understood the then equipment at the Main exchange afforded sufficient means for providing the necessary relief. After Mr. Dunstan's return to Toronto he had a conference with Mr. Maw and Mr. Clarke, the inspector of service and superintendent respectively, and the chief operators. At this meeting he discussed with them the possible adjustment that could be made, and thereafter wrote Montreal stating that he found the number of applicants was far less than had been stated at the conference, that as a matter of fact there were only 7 out of 106 who could be counted upon as being of any real service. This letter contains the recommendation of the local manager for a change to the 8-hour schedule and sets forth the real reasons why the change was made to take effect at the time and in the manner it did, despite objections which were quite apparent to the company.

In his letter of Jan. 16, Mr. Dunstan states:—

I inclose schedule of hours recommended for the Main exchange, based upon the principle of an eight-hour day, one hour for lunch, no regular relief, shorter

hours for those who take the broken periods and unpleasant hours, the newer operators taking the greater portion of the evening work, but a sufficient rotation among the older ones to make the evening staff efficient.

It is here also that occur the sentences referred to by the Commissioners above, viz.:

It is beyond question that there is now much dissatisfaction because operators cannot earn enough to pay for their board and clothing. If short hours are contnued an increase in salary must be made, and the present cost of service thereby advanced. It is very advisable to make the change in hours and wages coincide.

The Formal Notice of Change of System.

In a letter dated January 23, the head office authorized Mr. Dunstan to proceed with the change to the eight-hour system, and on the following day the notices announcing the change were posted in the various Toronto exchanges, as already stated.

The exact form of the notice, in the nature of a copy of a letter from the local manager to the local superintendent, was as follows:

THE BELL TELEPHONE COMPANY OF CANADA, LTD.,
LOCAL MANAGER'S OFFICE,
TORONTO, January 24, 1907.

W. J. CLARK,
Superintendent.

The experiment of an exceptionally short day, consisting of five hours, having proved a failure from many points of view, including that of the majority of the operators themselves and the advantages to the staff of increased wages to enable them to meet the higher cost of living, make it advisable to return to the ordinary day of 8 hours, with the payment of larger salaries.

You will therefore revert to the old schedule of hours and adopt the following scale of salary, both effective from February 1 next:

Local salaries—	
1 to 6 months	$20 00
6 to 12 months	22 50
12 to 24 months	25 00
24 to 36 months	27 50
36 months and thereafter	30 00

(Signed) K. J. DUNSTAN.

At the main exchange a similar notice was also posted, giving the salaries for long distance operators, Lhe notices were identical except that rates for long distance operators were $2.50 higher in each case.

The strike followed, leading to the intervention of the Department of Labour on request of the Mayor of Toronto, and to the appointment of a Royal Commission as outlined above. The Commission entered on its duties on Monday, February 4.

Operators Called by Commission as Witnesses.

The Commissioners continue:—

The company had, in anticipation of the strike, brought in operators from Ottawa, Montreal, Hamilton, London, Windsor, Peterborough and other centres. Over 100 in all appear to have come to Toronto, some of them arriving on the morning the strike took place and the remainder on the day following. Some 25 persons chosen at random from among the number of those who had been brought to the city were asked to appear before the Commission on Tuesday, February 7, at the beginning of the sittings of the commission. On that day a medical certificate from Dr. Alton Garratt was produced, in which it was stated that of the 25 persons selected, 13 were in too precarious a condition of health to permit of their giving evidence. Dr. Garratt, on being examined in reference to the certificate, stated that all were suffering from a good deal of nervousness, that some were suffering from sore throat, tonsilitis, laryngitis, etc. The 12 who gave evidence were examined at some length. They were all from among the highly remunerated employees of the company at the localities from which they came. Several of them were in positions of authority, commanding good salaries. Some had been in the service of the company for a number of years. They apparently understood, before leaving work at the points from which they came that they were being brought to Toronto to fill the places of those who were likely to go out on strike. They had been asked by the local managers in their several exchanges if they were willing to come, and appear to have consented without any undertaking other than that all expenses would be paid and their services remunerated at the rate of their regular salaries.

Wages, Profits and Cost of Living.

The Commissioners proceed to consider in Chapter III the remuneration of work and the cost of living, as these matters respectively affect the operators, also as to whether the wages paid bear any relation to the profits of the Company. In this connection special attention is paid to the statements of the Local Manager, setting forth reasons for a change from five to eight hours, as already mentioned, and to the inefficiency of service as described by Mr. J. A. T. Baldwin, and the Commissioners quote the statement of Mr. Hammond V. Hayes, Chief of the American Telephone and Telegraph Company, that "the system should be judged from the standpoint of cost, service and the ability to secure operators." On this last point the Commissioners comment as follows:—

That it was judged from these standpoints is abundantly apparent, as were also the results, viz., that (from

the standpoint of ability to secure operators) operators could not be secured because of the low rates being paid; that (from the standpoint of service), the service as a consequence was materially impaired; that to secure operators and improve the service it would be necessary to increase the wages and reduce the speed of operating, which would mean also an increase in the number of operators. Increase in wages and increase in the number of operators, other things remaining the same, would mean increased cost; (from the standpoint of cost then) to offset an increase in cost it would be necessary to increase the hours.

Had the company made the health of its operators a matter of first concern, it is difficult to see how it could have permitted operating being carried on at such a high rate of speed for so long a time after its ill-effects upon the health of the employees had become known, or how the company could have permitted its operators under any circumstances to work a certain number of days each month for a period of 10 hours, being two consecutive stretches of five hours each, as was the common practice under the five-hour system, when it had become apparent to the management that five hours, consecutive work at the high rate of speed which characterized the operations of the Toronto exchange was inimical or injurious to the health of its employees.

In the letter above referred to, of the local manager, recommending the changes as well as in other correspondence, and reports, one looks in vain for any reference which would indicate that the health or well-being of the operators was a matter of any consideraton save where it was forced, so to speak, upon the company in its consideration of the three commercial tests above set forth, namely, cost, service, and ability to secure operators.

It was a question not of the health of the operators, but as Mr. Dunstan very tersely expressed it, a choice of evils,' for commercial reasons.

In view of these facts, and taking into consideration the circumstances existing at the time, the fact that the change was not delayed until the other exchange had been completed, and what transpired at the conference in Montreal, we are forced to believe that it was for commercial and business reasons rather than because of any humanitarian considerations that the company decided to substitute for the five-hour schedule the schedule which it attempted to enforce on February 1. We are the more confirmed in this belief, inasmuch as the management does not appear to have considered any alternative other than the one of an eight as against a five-hour schedule. Had the lessening of the pressure under the 5-hour system been the main consideration, as was urged, this might have been effected if humanitarian considerations had been uppermost, by an increase in the number of operators and the lessening of the load which each operator was obliged to carry. Moreover, there were as alternatives all the possible arrangements both in the matter of time and reliefs which might have been made through an adjustment on any basis less onerous than that of the eight-hour system as proposed.

That commerical reasons rather than any consideration for the health and welfare of the operators were the motives which prompted the change was no less apparent from the testimony given before the commission than it was from the written records of the company, which were filed as exhibits. In his evidence in regard to the wages paid, and the inability of the company to secure operators as a consequence, Mr. Dunstan was very clear in the replies given to questions put by the commission:

Notwithstanding the low rates of wages paid to operators prior to the change, the operators without exception stated it was the question of hours, and not of wages which occasioned hostility to the new schedule, and was responsible for the strike. Both the management and the operators admitted that under the old scale it would have been impossible for a self-supporting woman to maintain herself, the cost of living being what it was in Toronto. In view of this, the *bona fides* of the operators in making a protest against any change which meant increased remuneration can hardly be questioned.

The Respective Wage Schedules Compared.

The Commissioners then examined the wage schedules associated with the respective systems, and pointed out particularly the extent to which the operators under the system of shorter hours had been able to supplement their income by overtime.

At the rate of 26 working days in the month, and working 52 hours overtime each month, an operator might supplement her regular wages to the extent of $7.20 during the first 6 months of her employment, to the extent of $8 between the 6th to the 18th month, to the extent of $9 between the 18th to the 30th month, and to the extent of $10 thereafter. Under the eight-hour schedule it was proposed that overtime should be done away with completely. In its stead was to be substituted an increased number of hours of regular work per day, with an increase in the monthly wage. The number of hours, increase in regular work under the new schedule as understood by the operators at the outset amounted to 78 per month, though under the schedule as modified before the Commission the actual increase in working hours per month came to 52 in the case of those working the regular hours; where operators were working on reliefs, as was the practice with beginners for the 6 months, the increase would be less, being an increase of 6 hours only. In the cases, though, where operators worked as reliefs, their day was more broken, the working time being at less regular periods and the intervals between more frequent or longer.

"What the change in the schedule as a whole meant," remark the Commissioners, "will be seen from the following:

5-Hour Schedule plus Overtime.	Total.	8-Hour Schedule.	Decrease to Operators.
1 to 6 months $18.00 plus $7.20 per month	$25.20	$20.00	$5.20
6 " 12 " 20.00 " 8.00 "	28.00	22.50	5.50
12 " 18 " 20.00 " 8.00 "	28.00	25.00	3.00
18 " 24 " 22.50 " 9.00 "	31.50	25.00	6.50
24 " 30 " 22.50 " 9.00 "	31.50	27.50	4.00
30 " 36 " 25.00 " 10.00 "	35.00	27.50	7.50
36 upwards 25.00 " 10.00 "	35.00	30.00	5.00

The Commissioners comment on the above comparative statement as follows:

It is not to be wondered at, therefore, that the operators who were dependent for their livelihood upon the earnings which they might make in the company's service and who required such spare time as they might have for doing work for themselves, should have preferred the old arrangement, not ithstanding the arduous overtime which it involved, while to operators who were living at home and who looked to their earnings from the company for a sum sufficient to enable them to supplement the family budget, or to earn something towards personal expenses, the increased hours of work and additional earnings derived therefrom, would appear to involve a greater sacifice as compared with the shorter work day, than would be met by the total increase of earnings that might result under the eight-hour schedule from the month's work.

It is true that the commission was informed that the change had been made at an estimated increased cost to the company of $1,300 per month. This, notwithstanding a reduction in labour cost, such as has been shown, may have been the case. The service had to be improved, and it was the improvement of the service which was aimed at in the change. It was quite conceivable that subscribers may have benefited, while the company and labour each sacrificed sometning, or subscribers and the company may have profited while financially the operators may have been left in a relatively worse condition. When it is remembered that the company's business was constantly increasing, through new phones being added month by month, increase on extension sets and in private branch exchange sets, some increase of expenditure would be the normal thing to expect, it by no means follows that this would mean an increase in cost per subscriber to the company, or any reduction in its net profits.

Nor were the possible benefits to be derived from such increases as were made in the schedule rates as considerable as might at first appear, for the reason that only a small percentage of the operators would ever reap the advantages of the more favourable changes. It will be observed that under the old schedule the highest rate fixed was $25 per month at the end of two and a half years. Under tne new schedule operators at the end of two years were to be increased to $27.50, and at the end of three years to $30. The evidence before the commission went to show that the time during which the majority of the operators remained in the company's employ did not exceed 2½ years or 3 years at the most. In other words, that the 'average life of an operator' was less than 3 years. Various reasons were ascribed for this.

Problem of Health and Wages.

After quoting various portions of the evidence of the officials of the Company in its bearing on the question of the health of the operators and on the question of wages as compared with profits, the Commissioners continue:—

We have included these views of the company's officials because in our opinion too great stress cannot be laid, if due regard is to be had for the preservation of harmonious and satisfactory relations between emlpoyers and employed, upon a very full consideration of the relation of wages and profits, more particularly in the case of an industry which holds a public franchise and is conducting a public service, and which from the nature of things possesses by the tacit or expressed consent of the public, a limited or a complete monopoly. It was contended before the commission that there were 58 or 60 competing companies. While this may be, it is nevertheless true that so far as the City of Toronto is concerned, and many other localities throughout the Dominion in which the Bell Telephone Company operates this company has an absolute and complete monopoly. It enjoys this monopoly by the consent of the public. That this consent arises from a city's consideration of its own convenience rather than from any predisposition in favour of a particular company is not a matter of concern. The fact is that in the city of Toronto there is one company carrying on the telephone service for the entire city, and whether they like it or not the public generally of that city so far as it may wish to make use of the telephone, is obliged to pay the Bell Telephone Company for its service. Viewed in this light which we believe to be the right and proper one in regard to public service utilities where an absolute or quasi-monopoly exists, an element is introduced which justifies an insistence on the part of the public of a due regard for the welfare of employees which might be urged with less reason in the case of competitive industries. To the extent to which the citizens of Toronto have parted, either voluntarily, or involuntarily, with their right to choose between competing concerns and to that extent have parted also with their power to extend their patronage in the direction in which they believe the interests of justice and fair play may best be served, to that extent it is, we believe, not only their right but their duty, to know and to insist upon a company profiting by their patronage, treating its employees in a manner which is equitable and fair, in other words, giving to its employees, whether they be women or men, a fair day's wage for a fair day's work. To the extent to which the Bell Telephone Company has profited by the necessities of its operators, or has secured services at a rate which would not have enabled those who rendered them to have lived, but for the support received from members of their own families, or in ways other than those provided by the company, to this extent, the profits of the company have been depived by a species of sweating or by the levying of a tax upon homes and individuals for which no compensation has been made.

That the company has profited in this manner is sufficiently proved by the admissions of its own manager that the wages paid were not sufficient to meet the cost of board and clothing and that notwithstanding the operators had been obliged to work at a pace which was absolutely detrimental to their health. The circumstance that these truths are lost to sight by the involved and intricate processes which obscure the workings of modern industry and commerce, or that by some they may be condoned as being in accord with common practice, is not a reason why in the public interest they should not be disclosed and a healthier and more equitable regard for just such situations established. Moreover, it is we believe, not more in the interests of justice and the maintenance of friendly relations between employers and employees, than it is likely to be in accord with the wishes of fair-minded investors who would hesitate to accept as profits, dividends which had been earned at the expense of either the health or well-being of those who had assisted in their making. And this leads us further to venture the opinion that in the interest of shareholders, employees and the general public alike, it is desirable that as much publicity as a due consideration for business secrets will permit, should be given to the manner in which public or quasi-public utilities of the class of the Bell Telephone Company, carry on their operations. Public opinion may be expected to safeguard the welfare of those who serve the public, however remote that service may be, and in this connection it may fairly be assumed that the interests of capital, no less than of labour, and of labour no less than of capital, will receive a due regard.

Duration and Intensity of Work.

In Chapter IV of the report the Commissioners devote themselves to a consideration of the question of the duration and intensity of work. Here they review briefly the experience of the operators under the five hour schedule and examine closely the motives of the Company in making the change to the eight hour schedule of February 1, and the views which the operators may have held as to the probable effect of the change on themselves from such information as was in their possession at the time they entered their protest. After a consideration of the evidence submitted on these points the Commissioners comment:—

To sum up: The five hour system, so far as quantity and duration of employment were concerned was shown by actual experience to be such only in name; the five-hour schedule was merely the basis of an arrangement under which the employees were obliged on a certain number of days each month to perform seven or six and a half hours service at the five-hour rate; on other days to work two continuous five-hour stretches or ten hours at exactly double the five-hour rate; at all times to be ready to work without remuneration an addtional 15 minutes, either before or after the five-hour period, or both, and in at least one case, to give, on pain of dismissal, service without compensation for several hours each day over a period of two weeks or more.

The report goes on to consider the question of intensity of employment or the rate of speed at which work was performed under the five hour system within the hours during which the operators were engaged each day, and to give an intelligent understanding of this side of the problem the Commissioners outline the nature of the duties of a telephone operator, describing in a general way the method of operating a switchboard in one of the exchanges, and quoting statistics from the record sheets of the Company, showing the number of calls per hour as recorded in peg tests made at Toronto and Montreal, which latter show, comment the Commissioners, a difference per operator as between Toronto and Montreal of 570 calls per day of 10 hours or a difference of 57 calls per hour, being an excess in the case of the calls answered per operator in Toronto of over 35 per cent over the number answered per operator in Montreal.

Methods of Operating Discussed.

How this high rate of operating was effected is shown in chapter V which is devoted to a consideration of the methods of work and elements of nervous strain. The system by which an operator not only looks after her own subdivisions, but also helps the operators at the adjacent sub-divisions on either side if they are pressed, is explained, and the comment of the Commissioners on the system is the following:—

Some of the rest or relaxation, therefore, which might come to an operator in one of the divisions because of a slackening in the number of calls upon the lines for which she is responsible, is in part offset by this assistance which she is expected to afford her neighbors. It will be seen, too, that under this arrangement the greatest strain is inevitably placed upon the more efficient and skilled operators. It would appear that where operating is carried on at a high rate of speed, the tendency is to tax the energies of operators to the maximum of their endurance and ability.

Of the system of overlooking by monitors and supervisors the Commissioners say:—

The duty of a supervisor is to walk up and down behind the operators who are under her supervision, and see that they properly attend to their work, at the same time to assist the operators where it appears they are unable to keep up with the calls coming in. It was admitted by the operators that the assistance rendered by the supervisors in this way was a substantial one. On the other hand, it was contended that their presence as constant watchers of the way in which duties were being performed added an element of strain

to the work, more particularly where the supervisor might not be as sympathetic with the operators as might be wished. It was stated for example, by one of the supervisors herself that she regarded it as a part of her duty to keep calling to the girls under her to 'Hurry, Hurry,' so as to keep them up to their work as much as possible.

It is explained that the glowing of a small lamp affords the operator the signal of a call, that several lamps glowing simultaneously would indicate that several calls had come in from different points at the same moment, and that if a subscriber does not receive a prompt answer and becomes impatient and indicates his impatience by moving the hook of the recever of his phone up and down, as is a common practice, this impatience is reflected by the light glowing intermittently, the lamp going out each time the hook is lowered and relighting as soon as it is in the position it would be with the receiver off the hook. Moreover, a clicking or banging sound enters the ear of the operator each time the hook of the receiver is moved up and down.

The Commissioners comment on this system as follows:—

It was alleged by some of the operators that the glowing of these lamps caused a strain upon the eyes and that the clicking sound injured the ear but more particularly was the conciousness of a number of subscribers awaiting answers, and especially the consciousness of their impatinece as reflected by the intermittent glowing of the lamp when calls were coming in at too rapid a rate to be properly overtaken, said to contribute an element of nervous excitement which enhanced the strain of operating, especially where an operator was conscientious in the desire to efficiently discharge her duties. The banging or snapping of the instruments into the ear, which is occasioned at times where connections are not promptly or are improperly made add, also, an element of aggravation.

Another element, kindred in a way, though perhaps more aggravating to a sensitive nature, is found in the hard words and occasional abuse to which operators are at times subjected by subscribers who may have become inconsiderate through being obliged to wait some little time for replies.

The possibility of injury arising from shocks is a feature also deserving of consideration. While it did not appear from the evidence given before the commission that much injury was occasioned from shocks on the Main local exchange, there was sufficient evidence to show that the possibility of such an occurrence must be more or less constantly present to the mind of an operator, while the evidence in regard to injuries received by operators engaged on the long distance lines was quite sufficient to demonstrate the inevitable risks which are run by young women in this work.

The Strain Upon the Senses.

After quoting from the evidence submitted on these various points the Commissioners take up the question of the strain upon special senses while operating, and following a brief statement of the calls made upon the various senses, make these comments:—

It is the fact that the special senses are called into operation so much in combination that the several activities are all at work at the same time, which perhaps, more than anything else, distinguishes telephone operating from that of any other employment in which women are engaged. It introduces for consideration elements of the first importance from the psychological and physiological standpoints. In most occupations in which women are employed it is the physical energies which are primarily taxed in the labour expended. This is the case with most of the work done in factories. It is so, too, with employemnt in shops and stores. No other calling has suggested itself to the commission in which the senses of hearing, speech and sight appear to be called into play simultaneously to the same extent or required to be so constantly on the alert. Even in typewriting and telegraphing, to which occupations references were made in this connection before the commission, there is a difference. In taking down shorthand a stenographer is required to use the senses of hearing and sight, but not that of speech. In transcribing shorthand notes upon a typewriter, neither hearing, nor speech are called into play, but merely the sense of sight. Similarly in telegraphing, a telegrapher in transmitting a message is not required to use his sense of speech, and may even transmit without using his sense of hearing, and in receiving a message does so without using his vocal organs. It is this peculiarity of the work of telephone operating, resulting from a combination of a new power with a series of new inventions which, as has been said, distinguishes this class of work from other occupations with which it might otherwise be compared, and which must be given a first consideration in considering the question of hours and the suitability of women for this class of employment. A fair comparison cannot be drawn in respect to the intensity of employment between this work and other classes of work in which the strain is mainly physical, inasmuch as telephone operating differs from most other female employments not so much in degree as it does in kind, and the exhaustion which it entails is not so much physical as mental and nervous, an exhaustion of nervous energy, a depletion of nervous force

Testimony of Medical Men.

Chapter VI of the report contains a summary of the evidence of twenty-six medical practitioners, of which number six appeared at the instance of the parties concerned in the dispute, and the remainder were subpœnaed at the instance of the Commissioners. The physicians subpœnaed were nearly all selected from among the Medical Faculty of the University of Toronto, and are stated by the Commissioners to have been without exception among the leading members of the Profession in the City. The names of the physicians called were as follows:—*Dr. Murray MacFarlane, Dr. William Britton, Dr. Alexander Davidson, Dr. Charles Sheard. Dr. William*

Oldright, Dr. Walter McKeown, Dr. James Forjar, Dr. James M. Anderson, Dr. William H. Alexander, Dr. Gideon Silverthorn, Dr. Richard A. Reeve, Dr. John F. Uren, Dr. G. Herbert Burnham, Dr. Charles Trow, Dr. William B. Thistle, Dr. William P. Caven, Dr. Charles R. Clark, Dr. J. M. McCallum, Dr. James M. Foster, Dr. Robert Dwyer, Dr. John Noble, Dr. Alexander McPhedran, Dr. Alexander Primrose, Dr. A. R. Pyne, Dr. Alton Garratt, Dr. Campbell Meyers.

To secure a careful consideration of the matters on which it was specially desired to have an opinion, a memorandum containing mention of the following points was given to each witness some time prior to his examination.

The effect—
(a) Under 5 hour system—high pressure.
(b) Under 5 hour system—low pressure.
(c) Under 8 hour system—high pressure.
(d) Under 8 hour system—low pressure.

Upon—
1. Optic nerve—by lights—finding places for connections.
2. Auditory nerve—from calls, buzzing, shocks, &c.
3. Vocal organs—continuous calling of numbers.
4. Physical system—Length of sitting—head and chest gear, reaching.
5. Nervous system—from above cause operating together and continuously.

If accentuated by system of observation boards, monitors, supervisors, complaints of subscribers, &c.

The general effect of the medical evidence was to show that the operators were subjected to a severe nervous strain during, as a rule, the whole of the working hours, that the operators being usually young girls of 17, 18 or 19 years of age, were peculiarly liable to ill effects from such a strain, and that after a few years spent in the service of the Company, when they married, or for other purposes left the Company's employment, then, to quote from the evidence, "they turned out badly in their domestic relations. They break down nervously, and have nervous children, and it is a loss to the community." The opinion was expressed that the nature of the work disqualified one who had been employed thereat for five years continuously from becoming a wife and mother, and also that work under such conditions was laying the foundation for insanity, epilepsy and nervous diseases. Several physicians expressed the view that it was the duty of the State to investigate the whole problem, and make regulations to govern the cases.

Effect of Change of Revision of Schedule

In Chapter VII the Commissioners consider the schedules respectively as proposed by the Company to take effect on February 1, and as revised before the Commission, together with all the attendant circumstances with respect to the attitude of the Company towards the change. Here also is included a statement of further incidents and information relating to the strike, the re-instatement of the employees who had ceased work, and the circumstances under which the schedule came up for revision before the Commission. On the general effect of the revised schedule the Commissioners comment thus:—

That the net result of the changes introduced by the company on February 1, and the modifications of these changes effected as the result of the present inquiry has been to insure for the operators conditions of employment more advantageous to their health than the conditions against which the operators protested, or the conditions as they existed prior to the strike, will be apparent from the following statement made by the commission at the conclusion of its sittings, and the concurrence expressed therein by counsel for the employees.

The Commissioners.—'You feel that the arrangement which the company has suggested this morning, and which has been come to as a result of this inquiry, is, so far as the condition and the health of the operators are concerned, more satisfactory than the arrangement that was in force before?

Mr. Curry.—'Somewhat more satisfactory. I won't say how much, but that is always conditional on the fact that there must be low pressure.'

This arrangement was accepted by the operators as that under which they would agree to continue at work on the understanding that it should be made the subject of consideration by the commission, and that the findings of the commission should have a reference thereto.

To what extent in the light of the evidence taken before us, the arrangement as come to may be viewed as satisfactory, due regard being had to the health of the operators, will appear from the opinions and recommendations which we now beg to express, and with which we conclude this already somewhat lengthy report. In this connection it might be added that counsel for the company agreed that the 7-hour schedule should also apply to the long distance operators, the half-hour intermissions or reliefs to be arranged to the satisfaction of the operators. In our opinion whatever schedule is ultimately made to apply to the local operators should, in a similar manner, be made to apply to the long distance operators.

Commissioners' Conclusions and Recommendations.

The eighth and concluding chapter of the report is devoted to the conclusions and recommendations of the Commis-

sioners. The Commissioners stated as follows:—

We have throughout the pages of this report expressed opinions on most of the general questions which the inquiry and evidence have raised for consideration; it remains, therefore, to only briefly summarize the more important conclusions, making such additions and recommendations as appear to be desirable and necessary.

The change in the wage and hour schedule which the Bell Telephone Company sought to put into effect at its Toronto Exchanges on February 1, and which was the occasion of the protest of the operators, and the strike commenced on the day previous, was made, we believe, under conditions which to the company itself were known to be unfavourable and likely to lead to trouble; it was a change from a condition of employment known to be oppressive and injurious to one conceded by the management as an alternative in 'a choice of evils.' Had the change been subsequently worked out as it appears to have been originally intended, it would, in our opinion, have been as oppressive and injurious from the point of view of the health of the operators as was the former condition, while financially, it meant to many of the operators a lessening of their total earning capacity. It was made, we believe, from motives of cost and service pure and simple, and without any real consideration for the health and well being of those whom it was most to affect. The company had found that its service was suffering; this, in the opinion of its officers and experts, was due to the high pressure at which those in its employ were obliged to work and the low wages paid, a pressure described by the local manager as 'extremely high,' and a wage characterized by him as too low to enable the operators 'to earn enough to pay for their board and clothing.' An increase in the wage schedule was a necessity, if the company was to maintain its service, for without an increase in wages, operators could not be obtained, and without operators the service could not be kept up. To offset the increase in cost occasioned by the increase in wages, the hours of service were lengthened, the percentage increase in the hours of employment being made considerably in excess of the percentage increase in the rate of wages. The company sought to bring about the change on the shortest possible notice, and in a manner which affords grounds for believing that it hoped to enforce the new schedule by taking advantage of the necessities of its employees, and the fact that as young women, many of whom were self-supporting, a threat of dismissal would be sufficient to prevent any general or prolonged resistance. With such knowledge as the operators had of the company's intentions, and the attitude assumed by the company towards its employees, and in regard to the efforts made to adjust the difficulties, a strike under the circumstances was all but inevitable; it was, moreover, we believe, precipitated by the action of the company in compelling its operators to agree in writing to be bound by the new schedule or resign immediately from its service.

Having regard for the knowledge which the operators had of the conditions as they had existed prior to the change, and such information as they possessed as to the company's intentions under the proposed 8–hour schedule there were, in our opinion, ample grounds for the contention of the operators as set forth in the communication of His Worship the Mayor of Toronto to the Department of Labour, that it was a physical impossibility with the enormous telephone business of the city of Toronto for the operators to stand the strain of such long hours. In this connection it is not necessary to more than mention that the company admitted before the Commission the limited extent to which the operators appear to have been informed of its intentions at the time of the change, and the company's ability to appreciate their right to protest under the circumstances; and the further fact that the statement presented to the Commission on February 13, favourable as it was, compared with what the operators had believed to be the company's intention, was itself in the light of the medical evidence given before the Commission subjected to a further modification by a reduction in the total working time of twenty minutes and an extension of the reliefs by that amount of time. The statement of February 13, fixed the actual working time under the 8–hour system at 7–hours and 20 minutes, and contained provisions for morning and afternoon reliefs of 20 minutes each, which was a very different proposition to an eight-hour system, based on two consecutive stretches of four hours each, without reliefs, which was the system as the operators had conceived it to be according to the company's intentions. There is apparent conflict in the evidence as to what really was the intention of the company with regard to the proposed eight-hour schedule at the time of the change; as the matter is one which is no longer of any special concern, the evidence on this point may be left to speak for itself, for the purpose of the findings which are expected to be made it is perhaps sufficient to say that in our opinion the employees had reasonable grounds for holding the view they did.

As to the question what, all circumstances considered, are the conditions under which the work of telephone operating should be carried on, and as to whether in the present case the conditions as accepted by the operators are in the terms of our Commission, a *right settlement*, full regard being had to the health of the operators, we beg, before expressing an opinion, to enumerate some of the more salient facts which the present inquiry has disclosed, and some of the considerations which must be allowed to govern in attempting to form a judgment on a matter of so grave concern.

The Strain on Operators.

It is to be remembered in the first place that the class of persons employed as operators is composed mostly of girls and young women between the ages of 17 and 23, that persons of these years are preferred to others because of the greater facility with which they learn the work and acquire dexterity, that these are years during which the nervous and physical system of a woman is peculiarly sensitive to strain and susceptible to injury, and that harm done to, or impairment of the system sustained at that time of life is apt to be more far reaching in its consequences than would be the effects received from similar causes in maturer years. The effects moreover upon posterity occasioned by the undermining or weakening of the female constitution cannot receive too serious consideration.

The work of telephone operating does not appear to be of a kind to fit a woman for any other occupation or calling; additional significance is therefore to be given to the fact that the average time spent by operators in the service is from two to three years, and that the period of service is usually given at the time when a young woman is best able to learn with advantage the trade or calling which is to put her in the way of acquiring a livelihood.

Secondly, the work of telephone operating under any conditions involves a considerable strain upon the nervous system. Some of the doctors maintained that it was not a fit work for any woman even where carried on at a moderate rate. The faculties are kept constantly on the alert, there is a high tension on the special senses, and a certain amount of mental worry. The strain is in proportion to the nervous force exhausted, and the exhaustion of nervous energy is a matter only of degree depending upon the duration and intensity of employment. Telephone operating in this particular differs from most other occupations in which female labour is employed, and where the strain is mainly physical. Comparisons, therefore, with other occupations are apt to be misleading. It is only necessary to mention some of the elements which contribute to the nervous strain of operating to see this, and to see why this particular class of work is deserving of special consideration.

The special senses of sight, hearing and speech are called into operation not only continuously but con-

stantly in a concerted manner; when not actually employed they are not resting because necessarily on the alert. The physical strain, save for the obligation of sitting continuously in one position over a considerable period of time, and the reaching and stretching entailed where switchboards are large in size, or operators expected to assist with the work on boards adjoining their own is not considerable, and, to a degree, helps, to offset the effect of the nervous strain; on the other hand where there is not a proper regard for these matters the strain may be increased rather than diminished. The liability to injury from shocks, the harsh words and abuse of subscribers, the irritation caused by the intermittent glowing of lights reflecting the impatience of subscribers, the occasional buzzing and snapping of instruments in the ear, the sense of crowding where work accumulates and the inevitable anxiety occasioned by seeking to make the necessary connections whenever a rush takes place, all combine to accentuate the strain upon an operator, and they are all factors more or less absent from other callings in which women are engaged.

Thirdly, the manner in which operating is carried on at the large exchanges adds to the strain which under almost any conditions, is considerable. 'Cost, service and ability, to secure operators, are, we believe, the main, they might, we think, be almost described as the sole determining factors in this connection. The last-mentioned—the ability to secure operators—is, we believe, chiefly a matter of wages, for few women know till they have been some time in the service, the full nature of the strain it involves. Hours are, of course, a factor also, but they operate in relation to wages, in determining the available supply, and only secondarily as a consideration in employment. The question of wages being left to the market, cost and service dictate the conditions under which operators are obliged to work, and this leads to the adoption of methods whereby a maximum of work may be had at a minimum of cost. In this connection enter all those elements which relate to switchboard economy and which affect the duration and intensity of employment, such as double work, overtime, services not paid for, team work, overloading, high pressure, and the like, which have been described in some detail in the body of this report; they are all, it is true, subject to regulation within certain bounds, but there is hardly a point at which the health and well-being of the operators does not come in this connection into direct conflict with the motive of gain which is more or less a part of every business enterprise.

From the testimony given it would appear that from the manner in which the Bell Telephone Company carried on operations during the past three years at the main exchange in Toronto, where this conflict between so-called business and health became apparent, in many cases, not only was the question of health a matter of small consideration, but the management knowingly permitted the work to be continued under conditions and in a manner absolutely detrimental to the health of its operators. We believe that where it is a question between the money-making devices of a large corporation and the health of young girls and women, business cupidity should be compelled to make way. The evidence given before us, and the facts of experience, as cited, go to prove that this is a matter which cannot with safety be entrusted to the parties concerned, but is one which in the interest of the protection of the health and well-being of persons engaged in this form of industrial pursuit calls for legislative interference on the part of the State.

Because, perhaps, of the comparatively recent introduction of industrial processes such as that of telephone operating, where the motive power is electrical, and where the whole trend of invention has been of a nature to intensify the strain by heightening the possible speed at which operations may be carried on, but little attention has thus far been paid to the possible inimical effects upon the constitutions of women engaged in such callings or the possible deleterious effects upon their offspring. The problem from this point of view is medical rather than economic, and a full determination of the effect of this class of employment upon the health of those engaged in it can, therefore, be had only as the result of expert medical investigation.

Appointment of Medical Commission Recommended.

Because of the fact that the number of young women engaged in telephone operating is already large and is increasing from year to year, and because it is the nervous system of operators rather than the physical which requires special consideration, we believe that the interests involved are of so grave concern as to warrant a further inquiry by a commission of medical experts, who could examine more particularly into this side of the question, and that the state should be guided in matters of legislation by the findings of such a commission, and we would recommend that such a commission should be forthwith appointed.

While the general and larger question of the extent to which women should be permitted to engage in occupations of this kind should in our opinion be made the subject of a careful and complete inquiry by medical experts, we believe that the evidence which we have had to consider in connection with the present investigation points clearly to the necessity of immediately restricting in certain particulars the conditions under which this employment is to be carried on, and that it is quite sufficient to justify the recommendations which we feel called upon to make.

We agree entirely with the view expressed by the local manager that *it is the pace that kills*, and the working of women at high pressure at work of this kind should be made a crime at law as it is a crime against Nature herself. On the other hand it is difficult to see wherein it is possible for the State to effectively regulate the speed of operating. Happliy, the solution is to be found, at least in part, in another way. The efficiency of the service is something which a company in its own self-interest is bound to protect, and it has been found that operating carried beyond a certain rate of speed leads to an imperfect service. Even from the company's standpoint the question in the words of one of its experts has come to be 'primarily one of service rather than of load,' 'There is much more question in my mind,' wrote Mr. Hammond V. Hayes, Chief Engineer of the American Telephone and Telegraph Company, Boston, who reported on the matter for the Bell Telephone Company. 'There is much more question in my mind, if an operator on a 5–hour schedule can carry appreciably more load than if she works 8 hours and gives an absolutely equivalent service. There is one point to be considered in this connection, and that is, that the load must be so adjusted as to leave a reasonable amount of spare time in each hour so that the unusual rush of business can be handled satisfactorily.'

Whatever may be urged to the contrary, the whole principle underlying the methods of operating is based, we believe, on having the 'operating curve' follow the 'traffic curve' as closely as possible and on an adjustment of the load to the ability of the operator. Under the 5–hour system as practised by the company the effort seems to have been to discover 'the breaking point,' and cause the load given to each operator to approach as nearly to it as possible. Experience, however, went to prove that what was 'the breaking point' with the operator was also a 'breaking point' in the service and a change was accordingly decided upon. Because, as Mr. Hammond V. Hayes says, 'the load must be so adjusted as to leave a reasonable amount of spare time in each hour so that the unusual rush of business can be handled satisfactorily.' There is always the possibility of a feeling on the part of those who have to do with the regulating of these matters, that 'the reasonable amount of spare time' provided as a protection against emergencies, is also a sufficient protection in the matter of health, while on the other hand what is a reasonable amount of spare

time for such a purpose is likely from motives of economy and cost to be confined within as narrow limits as possible. Unless then the speed of operating is to be arbitrarily fixed in some manner not altogether apparent as yet, the restrictions which it is necessary to make must be of a kind which will limit the period for which work shall be carried on at any one time, and the total amount which an opertaor shall be permitted to perform in any one day or week; in other words, there must be provision for intermissions and reliefs, and a limitation of the total hours of work.

The work of operating continued uninterruptedly over any considerable period of time is certain, we think, to prove injurious. The same quantity of work, where it exceeds a certain amount is better we believe spread over a period of time with intermissions and reliefs, than carried through at a stretch. We have only the strongest condemnation to offer for such a system as prevailed under the so-called 5-hour schedule, where work was continued for 5 hours at a stretch. It demonstrated conclusively, at least this fact, that 5 hours operating in a day under certain conditions was calculated to prove absolutely detrimental to the health of the operators.

The length of any one period should depend in part on the total number of working hours fixed for the day. The majority of the medical witnesses were of the opinion that a total working time of 5 hours divided into two periods of two and a half hours each, with an intermission of at least one hour for lunch was preferable to any other proposed scheme. The two and a half-hour periods were conceded in this case on account of the considerable length of that portion of the day during which there was freedom from actual or anticipated work and consequently greater opportunity for recuperation. Where such a condition does not obtain, two hours is, we believe, as long a stretch as should be permitted at any one time without a suitable period of relief being afforded, and from an hour and a half to an hour and three-quarters at one time, is, we think, as long a time as should be expected, where any considerable amount is to be covered in the course of a day.

Question of Length of Working Day.

The length of time to be fixed for reliefs should depend in part on the amount of work preceding and following the relief period. It was the general opinion of the doctors who appeared before the commission that the longer the periods of relief the better, and that periods of less than fifteen and twenty minutes were of little value.

In the arrangement as come to before the commission, the total number of working hours was fixed at seven, spread over a period of nine hours, divided as follows: 2 hours work, ½ hour relief, 1½ hours work, 1 hour intermission, 2 hours work, ½ hour relief and 1½ hours work. The relief provided by this arrangement is, we think, sufficient. On the other hand, the total length of working day, all circumstances considered, is, we think, still too long. In our opinion a day of six working hours spread over a period of from 8 to 8¾ hours, and under as favourable conditions as may be expected in an exchange doing a large business is quite long enough for a woman to be engaged in this class of work, if a proper regard is to be had for the effect upon her health. We believe that medical men would favour a still shorter time, and would certainly contend that a longer period would prove injurious. If such a total working time were agreed upon the periods of work should be made not to exceed 1½ hours at a stretch, in which event the periods of relief might be fixed at twenty minutes, and the intermission for those who desired it placed at two hours or an hour and a half, instead of one. This arrangement would enable operators living at a distance from the exchange to go home for their meals instead of being obliged to take them hurriedly, to bring them with them to the exchange, or obtain them at a restaurant in the city. It would help too, to meet what is an objection to the half-hour relief where operators are not provided with suitable accommodation in the way of grounds or rooms for recreation, by removing the temptation for operators to leave the company's premises to spend the time shopping or on the streets, while with the shorter work period the shorter reliefs would prove as adequate for rest. The day in this respect, while somewhat resembling, would exceed that of the school teacher by an hour, and the work would be carried over six instead of five days in the week. The element of strain is greater, we believe, in telephone operating than in teaching, and it is pretty generally admitted that the hours of teachers are quite long enough considering the work they are called upon to do. In addition, with this shortening of total hours and provisions for reliefs, we concur in the recommendation strongly made by nearly all of the physicians that there should be an adequate relieving staff present at all times to meet emergencies and for the purpose of giving quick relief for those needing it. We would recommend that an arrangement along these lines be forthwith adopted at the Toronto exchange.

Whatever the period of working hours may be, overtime, we believe, should be absolutely prohibited, as should also the practice of compelling operators to work a fraction of an hour either before or after the schedule time, with, or as has been customary at the Toronto exchange, without compensation.

In most occupations in which women are engaged, where payment is by the week or month, as is the case with many factory employees, shop girls and stenographers, there is no Sunday labour. It is, moreover, a common practice in these occupations for a portion of a day, in one day of the week, to be granted as a half-holiday. Where the remuneration is fixed at so much per week or month, this time, which the employee has for herself, is usually taken for granted. In the case of the telephone operators at Toronto, a half-holiday on one of the working days of the week does not seem to have been the regular practice, and Sunday labour appears to have been engaged in on a certain number of Sundays in the year by operators who received an additional allowance for this work. We believe that work on seven days in the week should be prohibited, and that in no case should an operator be permitted, after having worked six days, to enter upon a subsequent day's work until after a break of at least twenty-four hours. We believe, moreover, that the weekly half-holiday in addition, is, in every way, as necessary and desirable in this occupation as in any of the occupations in which it is to be found at the present time.

It was with regret that in looking over the exhibits we found a report from one of the officers of the company recommending the doing away with the customary two weeks' holiday during the year, as a means of effecting a further economy in the company's business. We were pleased to learn that this recommendation had not been acted upon, and that both the local manager and general superintendent strongly disapproved of the adoption of any such course.

We believe that seventeen is too young an age for a girl to enter upon the duties of telephone operating, and would recommend that young women should be prohibited from entering this class of employment until they have completed their eighteenth year. We would also recommend that before being accepted by the company, operators should be required to pass an examination as to their health, especially as to their nervous system, throat, lungs, sight, hearing and tendency towards tuberculosis. These recommendations are strongly supported by the medical testimony. We would also mention as matters deserving of special consideration by the company the following improvements suggested by some of the medical witnesses.

The construction of the switchboard so as to do away with the necessity of far reaching, the perfecting of the lighting of the switchboard and devices used for discovering the numbers; the sterilizing of the mouthpiece used by operators each day, instead of once in two or

three months, and the providing of each operator with headgear for her exclusive use; the construction of the seats so as to make them more comfortable, and so as to permit of an operator standing, the operators not to be required to be seated continuously; a more effective and better ventilation of the operating room.

The Listening Board.

During the taking of evidence, it was stated that there was, in connection with the main exchange, a listening or observation board or desk where the operator could cut in on any line in the telephone office and listen to the conversation taking place on such line. This listener was used as a part of the telephone system for the sole purpose, it was alleged, of benefiting and perfecting the service, to ascertain whether the telephone obtained for purely private house pusposes was, as a matter of fact, being used for business purposes; also to ascertain the causes of any defects in the service, in order that such might be remedied; the manner in which the operator answers, wrong numbers, bell clicking, persons rung up when not wanted, slow answering, slow disconnections, line out of order, and all matters relating to service. Mr. Dunstan claimed that this board was never used for improper purposes. It was, however, used in such a manner that the persons holding conversations were not aware that they were being listened to, and their conversations at times taken down and recorded.

Experienced operators were selected for this work, those who understood the system in all its details, and what troubles were likely to arise and able to detect them. It was stated that this operator was usually given from one to ten lines a day to attend to, while the operators on the local board had an average of 100 lines, the reason being that the operator on the listener was placed there for the express purpose of listening to conversations, and record the whole or parts of same in writing, while the operators on the other boards, if attending to their duties, had no time to listen to conversations. It was shown that operators could and did improperly use lines other than those given to them by Mr. Maw, and that conversations overheard in this way were repeated among the operators. Mr. Maw stated that he heard rumours of people thinking the operator had overheard something, but that he had been unable to trace it, although he had made the strictest investigation. While this work was stated as being a most important part of the telephone system, yet the five-hour system had not been made applicable to it.

The Commissioners quote from the evidence offered on this point by Mr. Maw, the Inspector of Service in Toronto, and proceed then as follows, these paragraphs being the final sentences of their report:—

Now that the fact that leakages of information obtained by means of the listener have been admitted, we would recommend that the criminal laws applicable to news improperly obtained or divulged by telegraph operators or officials be amended so as to apply to telephone companies.

Permanent Board of Conciliation Recommended.

In conclusion we would say, that in our opinion many of the difficulties inevitable to the successful operation of a large telephone exchange might be overcome, and harmonious relations between the company and its employees promoted, were a permanent board of conciliation established, composed of representatives of the officials of the company and its operators, to which board questions concerning arrangement of hours, reliefs, overtime, discipline and the like might be referred at stated intervals, an appeal to be had to the head officers of the company where matters in dispute might fail of successful settlement before the board.

The evidence and our findings refer principally to the Toronto Main Exchange, the work of which is much heavier than that of the branch exchanges, and, in our opinion, heavier than that of exchanges in other cities in Canada.

The report is signed by W. L. Mackenzie King and John Winchester, as Commissioners, and is dated at Toronto, August 27, 1907.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT DURING SEPTEMBER, 1907.

FOUR applications were received in the Department during the month of September for the establishment of Boards of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, being respectively as follows:

On behalf of the employees of the Canadian Mining and Smelting Company of Moyie, B. C.

On behalf of the employees of the Hillcrest Coal and Coke Company, Ltd., of Hillcrest, Alta.

On behalf of the employees of the Hosmer Mines, of Hosmer, B. C.

On behalf of the employees of the Rosamond Woollen Company of Almonte, Ont.

Of applications received prior to the beginning of September, proceedings in connection with which remained unterminated at the close of the month, there were the following, viz.: the application on behalf of the employees of the Cumberland Railway and Coal Co., Limited of Springhill, N. S., from Pioneer Lodge No. 1, P. W. A.; the application on behalf of the employees of the Montreal Cotton Company at Valleyfield, Que. With regard to the first named of these, the application on behalf of the em-

ployees of the Cumberland Railway and Coal Company an interim report was received during the month from the Board established for the adjustment of the dispute; and in the case of the application received on behalf of the employees of the Montreal Cotton Company, the findings of the Board established and an agreement effected before the Board between the parties to the differences were received during the month, and will be found below.

A summary of such proceedings as occurred during the month of September in connection with the various applications is contained in the present article:

I. THE DISPUTE BETWEEN THE CUMBERLAND RAILWAY AND COAL COMPANY AND ITS EMPLOYEES.

IT will be remembered that a Board was established for the adjustment of the differences between the Cumberland Railway and Coal Company and its employees on July 30, and commenced its sittings on July 31, suspending them, however, on the following day because of a strike on the part of the employees concerned. The Board, after attempting to conciliate the disputing parties, and failing to do so, adjourned subject to the call of the Chairman. On September 9, the Board reconvened at the call of the Chairman, and proceeded to investigate the matters referred to it for adjustment. Mr. P. S. Archibald, the member of the Board appointed on the nomination of the Company, notified the Chairman of the Board on September 12 that he considered the Board had no jurisdiction to proceed with the enquiry, and that he would not, therefore, continue to act as a member of the same. A number of witnesses were examined by the remaining members of the Board with regard to the matters which had been referred to it for adjustment and an nterim report was prepared under date of September 13, which was duly received by the Minister of Labour.

II. DISPUTE BETWEEN THE MONTREAL COTTON COMPANY AND THE EMPLOYEES AT VALLEYFIELD, QUE.—FINDINGS OF THE BOARD.

THE application for a Board of Conciliation and Investigation in connection with the differences above indicated was received in the Department on August 26, and reported in the issue of the *Labour Gazette* for September, the applicants being officers of the Federation of Textile Workers of Canada on behalf of the operatives concerned. It will be remembered that the application was made under Section 63 of the Industrial Disputes Investigation Act, 1907, which allows a reference under its provisions of a difference in any industry other than that of a mine or public industry, in the event of both parties to the said difference consenting to such reference, and the reference was made by the voluntary agreement of the parties concerned. The statement of differences referred for adjustment showed the same to be mainly of a technical character, and to relate to the internal economy of the mill. The approximate estimate of the number of employees affected was 2,200, of whom 950 were males, including 250 below the age of 21. The reference to a Board of Conciliation and Investigation had been preceded by a st ike of ten days' duration, which had been terminated by a joint invocation of the Act on the advice of officials of the Department, who had been requested to intervene in the dispute.

The establishment of the Board was proceeded with immediately, and was finally constituted as follows: Wilfrid Paquette, Montreal, recommended by the employees; Duncan McCormick, K. C., recommended by the employing company; and the Honourable Mr. Justice Fortin, of the Superior Court of Montreal, Chairman, appointed by the Minister, owing to the failure of

Messrs. Paquette and McCormick to agree on a recommendation. The Board met in Montreal on September 5, and decided to isit the premises of the Montreal Cotton Company at Valleyfield before proceeding with the enquiry, and accordingly visited Valleyfield on the following day. The enquiry was then proceeded with, occupying several days, and entailing the examination of a number of witnesses. The proceedings before the Board resulted in effecting an agreement between the parties to the differences, which was on September 17 signed by three representatives respectively of the employers and the employees. The signatories on behalf of the employing company were Messrs. S. H. Ewing, H. Markland Molson and Louis Simpson, President Vice-President and Manager respectively of the Montreal Cotton Com any, and the signatories on behalf of the employees concerned were Messrs. Maurice Neveu, George Nightingale and Leandre Levack.

The report of the Board was dated at Montreal, Sepe ber 20, and was unanimous, being signed by Thomas Fortin, Chairman, Duncan McCormick and Wilfrid Paquette.

A noteworthy feature of the agreement reached before the Board is the establishment of a permanent Committee of Conciliation "to avoid further differences between the employees and the Company, and to arrive at a prompt settlement of the same, if any should arise." To such Committee are to be referred from time to time all grievances that may arise between the employees and the Company, that are not disposed of to their satisfaction by reference to the foreman, superintendent or general manager, with the exception of a general increase or decrease of wages. With respect to the time during which the agreement shall hold, it was agreed that it should hold in any case until May 4, 1908, and subsequently until either party thereto should give to the other party a written notice of cancellation of the same. The agreement provided that "in case of disagreement as to the appointment of such third member then the two members shall submit three to five names to the Minister of Labour, praying him to appoint such third member from the names submitted, and the person so appointed by the Minister of Labour shall be third member of the Committee." The Committee established by the Board consists of Mr. Maurice Neveu, weaver, representing the employees; Mr. H. Markland Molson, representing the employing Company; and Mr. James A. Robb, Mayor of Valleyfield; in case Mr. Robb cannot act as such member the following gentlemen to be successively requested to act, viz., Monseigneur Allard, Cure of Valleyfield, and Mr. Solyme Brodeur, Prothonotary, of the same place; the third member to be Chairman of the Committee.

The agreement reached before the Board was submitted before being signed to a general meeting of the employees at Valleyfield on September 17, and was unanimously approved in the following resolution, viz.

Whereas certain complaints had been submitted to Board of Conciliation under the Lemieux Law, and

Whereas a committee of representatives of the said workmen has followed the proceedings of the Board of Conciliation, and we have received explanations from them and from the member of the Board representing our interests.

It is therefore resolved unanimously that a Committee of representatives of the employees and the member of the Board representing our interests be authorized to sign the agreement concluded between the parties interested.

ISIDORE DION, *President.*
Joint Secretaries THOMAS CROOK
JOS. CHASLE.

It is a particularly gratifying fact that an agreement of so comprehensive a character, establishing machinery for the settlement of all differences that may occur in the future should have been reached in the case of an application referred for adjustment under the Act by consent of both parties concerned, and not relating to a dispute which comes directly within the scope of its machinery. The incident may well serve as a valuable precedent for the settlement by the same methods of other industrial differences, all of which can be brought within the scope of the Act by the mutual concurrence of the parties affected, leading thus to a wide extension of the usefulness of the Act.

The complete text of the report submitted by the Board and of the agreement effected is as follows:

IN THE MATTER OF THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907, AND OF A DISPUTE BETWEEN:

THE MONTREAL COTTON COMPANY, Valleyfield, Que.

Employer,

and

LOCAL UNIONS, NOS. 8, 9, AND 10, OF THE FEDERATION OF TEXTILE WORKERS OF CANADA.

Employees.

To the Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa.

Sir:—

We, the undersigned, members of the Board of Conciliation and Investigation in the above matter, beg respectfully to submit the following report:

In pursuance of their appointment the members of the Board first met on the 5th instant, and, after being duly sworn and exchanging views as to the best method of dealing with the matter in dispute, they decided to visit the premises of the Company, in order to facilitate their understanding of the technical terms which might subsequently be used in the proceedings before them.

On the following day this visit took place, after which it was agreed that the Board should meet in Montreal, on the 10th instant, in order to see how far it was possible to dispose of the points in issue between the parties without an investigation.

At this meeting the Board went over all the matters in dispute, and after some discussion it appeared to them that it was hardly possible to come to any definite agreement upon any point without the presence of representatives of both parties, so an adjournment was made to the next day and summonses were sent to three representatives of the employees. It was further agreed that three representatives of the Company should also appear before the Board.

In the presence of these gentlemen every complaint was successively examined and discussed, and a proposed settlement upon each point was taken down.

This work was also continued the whole of the next day, when the 6th question was reached, and as it contained statements of fact which were not admitted it was agreed that witnesses should be examined on behalf of the employees the following day. On that day the proceedings were continued and 12 witnesses were examined by the members of the Board and the representatives of the parties.

The Board adjourned to meet again on the 16th inst. for the purpose of hearing more witnesses for the employees, and also whatever witnesses the Company might wish to produce on its behalf.

On the 16th instant the representatives of the parties declared that it appeared to them unnecessary to procure evidence upon points already established by the previous witnesses and after some discussion an agreement was finally reached upon the question then under examination, a result that consequently brought the investigation to a satisfactory termination.

The members of the Board had already informally discussed the suggestion contained in your letter of the 4th of September to the Chairman, with regard to the advisability of establishing a permanent Committee of Conciliation, and this was immediately taken up by the Board with the assistance of the representatives of the parties.

The result of the proceedings of the Board is to be found in the copy of the Agreement upon the whole matter, duly signed by the parties, and which is transmitted to you with the present report.

You will find in that Agreement that the idea of the Permanent Committee has not only been adopted by the parties, but that the Committee has actually been established by the Board, with the consent of the parties and that it is at this moment in a position to act, if necessary.

Before being signed this agreement was submitted for approval to a full meeting of the employees, by Mr. Paquette, their representative on the Board, and was unanimously and heartily accepted.

All the proceedings have, by consent, been carried on privately and without the parties being represented by counsel as was at first proposed.

It was agreed that no information whatever should be given out to anyone before the conclusion of the proceedings before the Board and this understanding was observed by all.

The Board does not feel called upon to make any recommendation except perhaps to join in the prayer contained in the Deed of Agreement by which the Minister of Labour is asked to appoint a chairman to that Permanent Committee whenever it is necessary so to do.

Before concluding, the Board wishes to state that, although the proceedings were somewhat prolonged, they found that all parties seemed animated by a friendly spirit, and displayed great fairness in dealing with the matters involved in the dispute.

The Board feels justified in hoping that the settlement arrived at may be found satisfactory not only for the present but also, and possibly more particularly, for the future

We have the honour to be Sir,

Your obedient servants,
(Sgd.) THOMAS FORTIN,
Chairman.
" DUNCAN McCORMICK,
" WILFRID PAQUETTE.

Montreal, Sept. 20, 1907.

IN THE MATTER OF THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907, AND OF A DISPUTE BETWEEN:

THE MONTREAL COTTON COMPANY, Valleyfield, Que.

Employer.

AND

LOCAL UNIONS, NOS. 8, 9 AND 10, OF THE FEDERATION OF TEXTILE WORKERS OF CANADA.

Employees.

AGREEMENT OF THE PARTIES.

FIRST CLAIM.—"That all employees working beyond regular hours shall receive 20 per cent. over their regular wages."

AGREEMENT THEREUNDER.—That the following employees, to wit: those working in the cloth-room, bleachery, dyeing, finishing and mechanical department, which latter includes, blacksmiths, steam-fitters, tinsmiths, mechanics, carpenters, mill-wrights and painters, working beyond regular hours, shall receive 20 per cent. over their regular wages, from the day of the second pay after the signature of this agreement.

All employees in the other departments shall be subject to special arrangements with the management.

SECOND CLAIM.—"That the price list as arranged shall be posted in all departments at the door and in sight of the employees."

AGREEMENT.—That the price lists for piece work shall be posted in all departments in sight of the employees.

THIRD CLAIM.—"That the construction of cloth woven shall be a part of the warp put in looms."

AGREEMENT.—That the length, width, picks, counts and weaving price be stated upon the slasher ticket which accompanies the warp to the weaving-room.

FOURTH CLAIM.—"That a new system be devised whereby the weaver shall have the benefit of the cloth woven on his looms at the expiration of the fortnight."

AGREEMENT.—That the new system as explained by Mr. Simpson whereby the weaver shall have the benefit of the cloth woven on his looms at the expiration of the fortnight is accepted.

FIFTH CLAIM.—"That certain foremen and other subordinate officials have treated the employees under their charge with partiality, and have dismissed some employees unfairly."

AGREEMENT.—This complaint having been dismissed it was decided by mutual consent not to press the matter any further.

SIXTH CLAIM.—"That the 10 per cent. increase of wages promised by the Company in May last, was not granted to the whole of the employees, and that in a number of cases where it was granted, the character of the work was subsequently changed in such a way that the benefit of the increase was partly lost."

AGREEMENT.—The parties having been fully heard on this complaint, and a certain number of witnesses having been examined on the part of the employees, it was agreed in order to avoid further expense and loss of time, as follows:—

(1) That the different cases mentioned by the witnesses with regard to the application of the increase of May last, be looked into by Mr. Paquette, on behalf of the employees and by Mr. Simpson on behalf of the Company and be ajusted by them.

(2) That in case of disagreement between Mr. Paquette and Mr. Simpson, the matters in disagreement be referred to the permanent Committee of Conciliation hereinafter established.

And in order to avoid further difference between the employees and the Company, and to arrive at a prompt settlement of the same, if any should arise, it is agreed that a permanent Committee of Conciliation be appointed, composed of three members, one of whom shall represent the Company and be a member of the Board of Directors of said Company; one member to be appointed by the employees from amongst themselves, and the third member to be chosen by the other two members, and to be a citizen of the County of Beauharnois.

In case of disagreement as to the appointment of such third member then the two members shall submit three to five names to the Minister of Labour praying him to appoint such third member from the names submitted and the person so appointed by the Minister of Labour shall be third member of the Committee.

And it is hereby agreed that Mr. Maurice Neveu, weaver, be appointed a member of said permanent Committee of Conciliation to represent the employees, and Mr. H. Markland Molson, one of the Directors of said Company, be appointed a member of said Committee to represent the Company.

And it is hereby agreed by the said Messrs. Neveu and Molson that Mr. James A. Robb, Mayor of Valleyfield, be appointed third member of said Committee, and be respectfully prayed to act as such.

And in case Mr. Robb could not act as such member when necessary, the following gentlemen be successively requested to act; Monsigneur Allard, Curé of Valleyfield, and Mr. Solyme A. Brodeur, Prothonotary, of same place. The third member shall be the chairman of the Committee.

To such Committee shall be referred from time to time all grievances that may arise between the employees and the Company, that are not disposed of to their satisfaction by reference to the foreman, superintendents, or general manager, with the exception of a general increase or decrease of wages.

It shall be the duty of said Committee to meet as promptly as possible, when called upon to do so, for the determination of any matter that will come before it

It is also decided that the present agreement shall remain in full force and effect between the parties until either of them shall give to the other party a written notice of cancellation of the same, but such notice shall not be given prior to May 4th, 1908.

Montreal, 17th September, 1907.

Signed on behalf of the employees

(Sgd.) MAURICE NEVEU,
" GEORGE NIGHTINGALE,
" LEANDRE LEVACK,

Signed on behalf of the Company.

Sgd. S. H. EWING, *President.*
" H. ARKLAND MOLSON
Vice-President.
" LOUIS SIMPSON, *Manager.*

Sgd. THOMAS FORTIN, *Chairman.*
" DUNCAN McCORMICK,
" WILFRID PAQUETTE,

True copy.

(Sgd.) THOMAS FORTIN,
Chairman.

III. METAL MINERS AT MOYIE, INVOKE THE ACT.

ON September 11 the Department received an application on behalf of the employees of the Canadian Consolidated Mining and Smelting Company, working in and around the St. Eugene mine, a silver-lead mine situated at Moyie, B. C., for the establishment of a Board of Conciliation and Investigation to adjust differences between the said Company and its employees. The approximate number of men employed was placed at from 350 to 400. The nature and cause of the dispute was stated to be as follows: "That the said Company and its employees are unable to arrive at an agreement regarding the wages to be paid for the different classes of labour in and around the above-mentioned mine," The Board was duly constituted by the Minister as follows: viz.: Mr. S. S. Taylor, K. C., Nelson, B. C., recommended by the employees; Mr. J. A. Harvey, Cranbrook, B. C., recommended by the employing Company; and His Honor Judge Peter Wilson, Cranbrook, B. C., chairman, recommended by the foregoing members of the Board. Judge Wilson's appointment was dated September 23. The Department had not, at the end of the month, received information with regard to the proceedings before the Board.

IV BOARD ESTABLISHED TO ADJUST A DISPUTE AT HILLCREST, ALTA.

ON September 11 the Department received an application on behalf of the employees of the Hillcrest Coal and Coke Company of Hillcrest, Alta., for the establishment of a Board of Conciliation and Investigation to adjust differences between the said Company and its employees. The approximate number of men affected was placed at 70. The difference to be adjusted related to the wages and the hours of the men in the employment of the Company. On September 16 the Department received also an application on behalf of the employing Company for the establishment of a Board with respect to the same differences. The Minister considered the two applications together and established a Board as follows: Mr. Frank H. Sherman, Taber, Alta., recommended by the employees; Mr. J. R. Macdonald, Hillcrest, Alta., recommended by the employing Company, and the Honourable C. W. Fisher, Speaker of the Legislative Assembly of Alberta, chairman, appointed by the Minister of Labour; the foregoing members of the Board having failed to agree on the recommendation of a third member. Mr. Fisher's appointment was dated September 24. The Department had not, at the end of the month, received information with regard to the proceedings of the Board.

V. DISPUTE AT HOSMER COAL MINES, B.C.

THE Department received on September 16 an application from the employees of the Hosmer mines, of Hosmer, B. C., for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the Company and its employees. The number of men concerned was estimated approximately at 100, and the questions at issue related to wages and conditions of labour generally in the mines named, including the check-off system. The Minister in due course established a Board as follows, viz.: Mr. Frank H. Sherman, Taber, Alta., recommended by the employees; Mr. Frank B. Smith, Edmonton, Alta., recommended by the employing Company; His Honour Judge Wilson, Cranbrook, B. C., appointed on the recommendation of the foregoing members. The appointment of Judge Wilson was dated September 30.

VI. THE ROSAMOND WOOLLEN COMPANY DECLINE TO REFER DIFFERENCES UNDER THE ACT.

ON September 23, the Department received an application on behalf of the employees of the Rosamond Woollen Company, of Almonte, Ont., for the establishment of a Board of Conciliation and Investigation to adjust differences between the Company and its employees. The approximate number of men affected was placed at three hundred directly and indirectly. The dispute was stated to be as follows: A request by the warpers for an increase of wages was made on Tuesday, Sept. 10, which was ultimately refused. On the morning of Sept. 13, the warpers refused to go to work at the old wages, and the mill was practically closed down. The industry concerned not being of a nature to allow of the direct application of the Industrial Disputes Investigation Act, 1907, the dispute in question could be referred for adjustment under the Act only by agreement on both sides, as provided by section 63. On receiving the application made on behalf of the employees, the Department communicated immediately with the employing company to ascertain if it was willing to refer the differences for adjustment in this way. The employing company, in a letter dated September 28, declined to consent to the differences in question being referred under the special provision of the Act.

VII. CONVICTION UNDER PENAL CLAUSES OF ACT AT COBALT.

ON September 6 and 7, James McGuire, President of the Cobalt Miners' Union, was brought before the Police Magistrate at Cobalt, Ont., on a charge of inciting the employees of the Nipissing Mining Company to go on strike, contrary to section 60 of the Industrial Disputes Investigation Act. The case was heard before Mr. R. H. C. Browne, police magistrate at Cobalt, who has furnished a statement of the proceedings to the Department, in accordance with section 67 of the Act. Mr. Browne, in his communication, states as follows: "McGuire was found guilty and fined $500.00, and in default of payment, six months with hard labour. The proceedings before me were conducted by Crown Attorney Browning of North Bay. There was another charge against the said McGuire for inciting the employees of the Cobalt Lake Mining Company to go on strike; eleven charges against Robert Roadhouse for inciting employees of the different mines to go on strike, and two charges against William Hewitt for going on strike. In all these cases I have reserved decision pending the appeal to the High Court in the McGuire case."

Minister of Labour appoints Chairman of Joint Committee at Fernie, B.C.

ON September 9, the Honourable the Minister of Labour received a communication stating that the joint committee of Western Coal Operators' Association and the employees of the Association having failed to agree on certain questions, the Minister was requested to appoint a chairman of the said committee, as provided by clause c of the agreement reached between the Western Coal Operators' Association and the United Mine Workers of America, District No. 18, on May 4 last. That portion of the agreement in question relates to the settlement of disputes or grievances arising under the agreement or under any local agreement made in connection therewith, and provides that:—

"In case of any local dispute arising in any mine, and failure to agree, between the Pit Boss and any employee the Pit Committee and Mine Superintendent shall endeavour to settle the matter, and if they agree their decision shall be final."

Clause c of the agreement under which the Minister was requested to name the chairman of a joint committee is as follows:—

(c) In the event of the failure of the Pit Committee and the Mine Superintendent to settle any dispute so referred to them, as well as in the event of any other dispute arising, the matter in dispute shall be referred to the General Superintendent or General Manager of the Company and the Officers of District No. 18, U.M.W. of A., for settlement, and if they agree their decision shall be final. Should they fail to agree, it shall be referred to a Joint Committee, said Committee to be made up of three operators appointed by the Western Coal Operators Association and three miners appointed by District No. 18, of the U.M.W. of A., for settlement. If they agree their decision shall be binding upon both parties. A majority of the full Committee must vote in favour of any action before it can be declared carried. In the event of failure to agree, the Committee shall endeavour to select an independent chairman, and failing to agree upon an independent chairman, the Minister of Labour shall be asked to appoint such chairman; the decision of the Committee thus constituted shall be binding upon both parties. The Joint Committee, when necessary, shall meet on the second Monday of each month.

The Minister, on September 18, appointed Rev. Hugh R. Grant of Fernie, chairman of the joint committee.

LEGISLATION IN CANADA WITH REGARD TO MECHANICS' AND WAGE EARNERS' LIENS.*

Registration of Mechanics' Liens.

THE Acts of the several provinces give full instructions as to procedure to be followed in registering a mechanic's lien. In *Nova Scotia*, claims for liens may be registered in the registry of deeds for the district in which the land is statuated (1). A claim for a mechanic's lien must state, in Nova Scotia:—(a) the names and residences of the persons claiming the lien, of the owner of the property to be charged, and of the person for whom the work was performed or the material furnished,; (b) a brief description of the work performed or the material furnished,; (c) the sum claimed,;(d) a description of the land to be charged,;(e) the date of expiry of the period of credit, if any, agreed upon by the lien holder for payment of his services or materials. A schedule is appended to the Act setting forth the form in which the above particulars after having been verified by affidavit, must be filed. It is further explained that where the lien is against the lands of a railway company a sufficient description of the lands will be to state them to be lands of such company (2). Only a substantial compliance with these provisions is required and no lien is invalidated by reason of failure to comply with them to the letter, unless an owner, contractor, sub-contractor, mortgagee or other person is prejudiced thereby, and then only to the extent to which he is prejudiced, though nothing in this provision is to be construed as dispensing with the need of registration (3). The claim when registered is to appear as an encumbrance upon the land (4). Where a claim for a lien is registered as above the person entitled to the lien is to be deemed a purchaser *pro-tanto*, but the Registry Act is not generally to apply to mechanics' liens (5).

The provisions of the *Prince Edward Island* act with regard to registration are identical with the above except that no mention of the date of expiry of the period of credit is required in the claim. The reference to the method of describing the lands of a railway company is also omitted. It is added, however, that when such a statement is registered the person entitled to the lien is to be deemed a purchaser *pro-tanto* and within the provisions of all acts relating to the registration of deeds (6). The registrar is required to enter the claim in a book kept for the purpose as an encumbrance against the land, but the Registration Act of the province does not generally apply to the recording of mechanics' liens (7).

In *New Brunswick* the contents and form of a claim for a mechanic's lien are the same as in Nova Scotia, except that the provision relating to the description of railway companies' lands is omitted (8). The claim is to be filed as an encumbrance against the land and entered in a special "Mechanics' lien book" (9).

The *Quebec* statute prescribes the form of the notice to be filed which must set forth the nature and amount of the claim and describe the immovable. In registering a claim of this character it is sufficient to enter opposite the official number of the *cadastre* which des-

(*) In a previous article dealing with legislation in Canada with regard to mechanics and wage earners' liens, published in the *Labour Gazette* for September, 1907, at page 307, the origin and nature of mechanics' liens were described in detail, with special reference to the manner in which such liens attach to property, the amount to which liens are limited, the protection of the interests of owners, the priority of liens and the special security afforded for mechanics' liens. In the present article, the provisions of the law with regard to the registration of liens and the expiry, discharge, consolidation and transmission of liens are dealt with, leaving for treatment in a further article the procedure by which mechanics' liens may be realized in the several provinces.

(1) R. S., N. S., Chap. 171, Sec. 14.

(2) R. S., N. S., Chap. 171, Sec. 15.

(3) R. S., N. S., Chap. 171, Sec. 17.

(4) R. S., N. S., Chap. 171, Sec. 18.

(5) R. S., N. S., Chap. 171, Sec. 19.

(6) P. E. I. Stat. 1899, chap. 8, sec. 4.

(7) P. E. I. Stat. 1899, chap. 8, secs. 5 and 28.

( ) C. S. N. B., chap. 147, sec. 3.

(9) C. S. N. B., chap. 147, sec. 17.

cribes the immovable, if the *cadastre* be deposited or opposite the title of the registered deed, if the *cadastre* be not deposited, the name of the claimant and the amount due at the time the claim is filed. The claim is to be made out in duplicate, one copy to remain in the archives of the registry office and the other to be delivered to the creditor with the registrar's certificate thereon. The creditor within three days of the date of registration must give a written notice to the proprietor of the immovable, or to his agent, if he cannot be found ([10])

The provision of the *Ontario* act in this connection is identical with that of Nova Scotia, except that in providing for a description of the land against which the lien is to be charged, it is stipulated that the claim must state where the land is registered under the Land Titles Act and contain a reference to the number of the parcel of land and to the register in which the land is registered ([11]). As in Nova Scotia, only a substantial compliance with the provisions of the act is required, though nothing in this proviso is to be construed as to dispense with the registration of the lien ([12]). The lien is to appear as an encumbrance against the land. The registrar on filing the claim is not required to copy it in any registry book, but must number and index it under the description "mechanics' lien" ([13]). The holder of a registered lien is to be regarded as a purchaser *pro-tanto*. In Ontario the Registry Act does not generally apply to mechanics' liens. ([14]).

In *Manitoba* a claim for a mechanics' lien may be registered in the Land Titles Office in which other instruments affecting the land are registered, if the lands affected have been brought under the operation of the Real Property Act. If otherwise the statement must be registered in the Registry or Land Titles Office for the district in which the lands are situated. If the land is partly under the operation of the Real Property Act and partly not, each portion is affected only by the registration filed in the proper office. In all other respects the provisions of the Manitoba act in regard to registration are identical with those of Ontario, except that no special method of describing railway companies' lands is enjoined ([15]).

In *Saskatchewan*, claims of mechanics' liens may be deposited in the Land Title Office in the registration district in which the lands are situated. The particulars set forth in the claims are to be substantially the same as in Nova Scotia and must be verified by the affidavit of the claimant or his agent ([16]). Where a claim is so deposited the person entitled to the lien is to be deemed a purchaser *pro-tanto*. The registrar in filing the claim may describe it as a "mechanics' lien" ([17]).

In *Alberta*, the person claiming a mechanics' lien must file in the Land Titles Office of the land registration in which the land is situate, or in the office of the Clerk of the Superior Court of the province in the judicial district in which the land lies, an affidavit stating the name and residence of the claimant, the owner of the property or interest to be charged, particulars with regard to the kind of works or improvements done or made, the time the work was discontinued, the sum owing and when due, and the description of the property to be charged. Registrars are instructed to keep printed forms for such affidavits in blank, with an alphabetical index of all claimants of liens and the persons against whom the liens are claimed. The lien is to be described as a "mechanics' lien", and must be for at least $20. Upon the filing of an affidavit as above the claim must be entered as an incumbrance against the land therein described. As in Nova Scotia, only a substantial compliance with the above provisions is required ([18])

In filing a mechanics' lien in *British Columbia* particulars must be given under oath as to the name of residence

([10]) Que. stat. 1895, chap. 42, sec. 3.
([11]) R. S. Ont., 1897, chap. 153, sec. 19.
([12]) R. S. Ont., 1897, chap. 153, sec. 20.
([13]) R. S. Ont., 1897, chap. 153, sec. 20, sub.sec. 3.
([14]) R. S. Ont., 1897, chap. 153, sec. 21.
([15]) R. S. Man., 1902, chap. 110, secs. 14-19.
([16]) C. O. N. W. T., 1898, chap. 59, sec. 16.
([17]) C. O. N. W. T., 1898, chap. 59, sec. 19.
([18]) Alberta statutes, 1906, chap. 1, secs. 13 and 14.

of the claimant and of the owner of the property to be charged, the kind of work performed, the time at which the work was finished or discontinued, the sum claimed to be owing, together with a description of the property to be charged. This affidavit may be filed as a lien against the property, every County Court Registrar being required to have a supply of printed forms for the above affidavits and to keep an alphabetical index of all claimants of liens and of persons against whom liens are claimed to be open for inspection during office hours. It is further enacted, as in the case of Nova Scotia, Ontario and Manitoba, that only a substantial compliance with the provisions of the law in this respect is required and that no lien shall be invalidated by reason of failure to comply with any of the requisites thereof ([19]).

An important additional provision of the British Columbia act is one requiring the owner and contractor where the work is over $500 in value to file in the nearest county court registry office a signed statement setting forth the particulars of the work to be done, the names and addresses of the owner and contractor, the estimated price of the work and other details. Any affidavit made in filing a lien as above, which is in accordance with this statement, is to be deemed sufficient to sustain the lien even though the facts of the case should vary therefrom, and where a statement is not filed no affidavit is to be regarded as insufficient if it leaves no doubt upon the mind of the judge as to the persons and work it purports to describe ([20]).

By a special provision in *British Columbia*, county court registrars are required to transmit copies of all lien records to the Land Registry Offices of the district in which the premises affected are situated ([21]).

Time of Registration.

In *Nova Scotia* a claim for a lien by a contractor or sub-contractor may be registered before or during the performance of the contract, or within 30 days of its completion. A claim for a lien for materials or machinery furnished may also be registered before or during the furnishing thereof, or within 30 days of furnishing the last materials. In the case of wages a lien may be registered at any time during the performance of the work for which the wages are claimed, or within 30 days after the last day's work for which the lien is claimed ([22]).

In *New Brunswick* where a lien is for wages the claim may be registered at any time within 30 days after the last day's labour for which the wages are payable ([23]) In other cases the claim may be registered before the commencement or during the progress of the work, or within 30 days after the completion thereof, or the supplying or placing of the machinery ([24]).

The provisions of the *Ontario* act with regard to time of registering liens are substantially the same as in Nova Scotia, except that a special sub-section is inserted to the effect that a claim for a lien for services may be registered at any time during the performance of the service, or within 30 days after its completion ([25]). By an addition to the act passed in 1902, it was provided that in the case of a contract carried out under the supervision of an architect, engineer or other person upon whose certificate payments are to be made, the claim for a lien by a contractor may be registered during the performance of the contract, or within 30 days thereafter, or within seven days after the architect has given his final certificate, or has upon application to him by the contractor refused to give a final certificate ([26]).

In *Manitoba* all claims for liens by contractors or sub-contractors must, as a rule, be registered before or during the performance of the work, or within 30 days of its completion. Liens for materials must be similarly registered. Liens for services may be registered at any time during the performance of the

([19]) B. C. Stat. 1900, chap. 20, secs. 12 and 13.

([20]) R. S. B. C., chap. 132, sec.9; B. C. stat., 1900, chap. 20, sec. 14.

([21]) R. S. B. C., chap. 132, sec. 29.

([22]) R. S. N. S., 1900, chap. 171, sec. 20.

([23]) C. S. N. B., 1903, chap. 147, sec. 19.

([24]) C. S. N. B., 1903, chap. 147, sec. 20.

([25]) R. S. Ont., 1897, chap. 153, sec. 22.

([26]) Ont. Stat. 1902, chap. 21, sec. 1.

service, or within 30 days after its completion, and for wages at any time during the performance of the work for which wages are claimed, or within 30 days after the last day's work for which a lien is claimed.([27])

In *Saskatchewan*, liens for wages may be registered at any time within 30 days after the last day's labour, for which the wages are payable, or at any time within 30 days after the completion of the construction in question, so that the whole period shall not exceed 60 days from the last day's labour. In other cases the claim may be deposited before or during the progress of the work, or within 30 days of the completion thereof, or the date of supplying material. ([28])

In *Alberta* and *British Columbia* a lien expires in 31 days after the completion of the work unless registered, except in case of a claim for wages in or about a mine, when the limit is extended to 60 days provided that a workman is not considered as having ceased work on a job, if he has been employed elsewhere by the same contractor in the meantime ([29]).

In *Quebec*, the privilege of priority dates from the registration of a claim ([30])

Fees for Registration.

The fees to be charged by registrars for filing mechanics' liens are as follows: In *Nova Scotia* and *Manitoba*, 25 cents ([31]), in *Prince Edward Island*, $1.00 ([32]), and in *New Brunswick* and *Ontario* 25 cents, except where several parties join in one claim when a further fee of 10 cents for every person after the first is charged ([33]). In *Saskatchewan* the fee must be "a proper fee" ([34]). In *Alberta* and *British Columbia* the amount of the fee is not stated in the act.

([27]) R. S. Man., 1902, chap. 110, sec. 20.
([28]) C. O. N. W. T., chap. 159, secs. 20 and 21.
([29]) B. C. stat., 1900, chap. 20, sec. 12; A. S., 1906, chap. 21, sec. 13.
([30]) Q. S., 1895, chap. 42, sec. 3.
([31]) R. S. N. S., 1900, chap. 171, sec. 18; R. S. Man., 1902, chap. 110, sec. 18.
([32]) P. E. I. stat., 1879, chap. 8, sec. 5.
([33]) C. S. N. B., 1903, chap. 147, sec. 17; sub-sec. 2; R. S. Ont., 1897, chap. 153, sec. 2.
([34]) C. O. N. W. T., 1898, chap. 59, sec. 18.

Expiry of Mechanics' Liens.

In *Nova Scotia*, liens which are not registered within the time above specified, absolutely cease to exist unless an action has been commenced in the meantime to realize the claim, and a certificate duly registered in the registry of deeds in the district in which the lands are situated ([35]). Registered liens cease to exist at the expiration of 90 days after the service has been performed or the materials furnished, or the expiry of the period of credit where such is mentioned in the claim registered, unless in the meantime proceedings are taken to realize the claim and a certificate registered as required by the act ([36]).

In *Prince Edward Island*, liens which have not been duly registered cease to exist after the expiration of 30 days after the work has been completed or materials furnished unless proceedings are instituted to realize the claim, and a certificate duly registered in the office of the Registrar of Deeds ([37]). Registered liens cease to exist after the expiration of 90 days after the work has been completed or the material furnished, or the period of credit expired unless proceedings have been taken in the meantime to realize the claim under the provisions of the act and the certificate duly registered in the register of deeds ([38]).

In *New Brunswick* liens which have not been registered absolutely cease to exist on the expiration of the time limit set for registration, unless proceedings have been instituted and are being prosecuted without delay to realize the claim and a certificate of the pending of such proceedings is duly registered. ([39]). Every lien which has been duly registered ceases to exist after the expiration of 90 days after the work has been completed or materials furnished, or the period of credit expired unless in the meantime proceedings are instituted, and are being prosecuted without delay and a certificate of such proceedings has

([35]) R. S. N. S., 1900, chap. 171, sec. 21.
([36]) R. S. N. S., 1900, chap. 171, sec. 22.
([37]) P. E. I., stat., 1879, chap. 8, sec. 21.
([38]) P. E. I., stat., 1879, chap. 8, sec. 22.
([39]) C. S. N. B., 1903, chap. 147, sec. 21.

been duly registered (40). After six months the registration of a lien in New Brunswick ceases to have any effect unless the lien is again registered within the same period, unless in the meantime proceedings have been instituted to realize the claim and are being prosecuted without delay, and a certificate of the pendency of such proceedings has been registered (41). Where no period of credit is stated, the lien ceases to exist after 90 days unless proceedings have been instituted and a certificate filed (42).

Liens in *Ontario* which have not been duly registered absolutely cease to exist after the time allowed for registration unless an action has been taken to realize the claim, and a certificate thereof, duly registered in the Registry Office of the registration division, or, where the land is registered under the Land Titles Act, in the Land Titles Office for the locality wherein the lands are situated (43). Registered liens cease to exist after the expiration of 90 days after the work has been performed, as in *Nova Scotia* and *New Brunswick* (44). Mechanics' liens expire at the end of six months unless renewed, except proceedings have been instituted in the meantime to realize the claim and a certificate duly registered in the proper registry office (45). Where there is no period of credit named the lien ceases to exist after the expiration of 90 days after the work has been commenced or the material furnished unless an action has been instituted and a certificate registered (46).

Liens which have not been registered in *Manitoba* cease to exist on the expiration of the time limit above defined unless an action to realize the claim has been instituted in the meantime and a certificate of *lis-pendens* with respect thereof registered in the proper office. Where liens have been duly registered they cease to exist after the expiration of 90 days following the completion of the work or the furnishing of material, or the expiry of the period of credit, unless an action is instituted and a certificate filed as in the above mentioned provinces (47).

In *Saskatchewan*, liens for wages may be registered within 30 days after the last day's labour for which the wages are payable, or at any time within 30 days of the completion of the construction so that the whole period shall not exceed 60 days from the last day's labour. Liens for wages are not valid unless they have been duly registered. In other cases the claim may be disputed before or during the progress of the work or within 30 days after its completion or the date of supplying the material or machinery (48).

In *Alberta* and *British Columbia*, mechanics' liens, unless registered, expire, as above stated, after 31 days after the completion of the work, or after the claimant has ceased to work thereon, though if the labourer has in the meantime been employed on any other work by the same contractor prior to the completion of the original work, he is not to be held to have ceased work. In the case of mines, the time limit is extended to 60 days. Registered liens expire after 30 days of the filing unless proceedings to realize have been begun (49).

Discharge of Mechanics' Liens.

In *Nova Scotia*, *New Brunswick*, *Ontario*, *Manitoba* and *Saskatchewan*, liens may be discharged by a receipt signed by the claimant or his agent in writing acknowledging payment and verified by affidavit. The registration fees for the discharge are the same as for registering a claim (50). In *New Brunswick* the receipt must be numbered and entered by the registrar in the Mechanics' Lien Book; in *Ontario* the receipt must be numbered and entered

(40) C. S. N. B., 1903, chap. 147, sec. 22, sub.-sec. 1.
(41) C. S. N. B., 1903, chap. 147, sec. 22, sub.-sec. 2.
(42) C. S. N. B., chap. 147, sec. 23.
(43) R. S. Ont., 1897, chap. 153, sec. 23; see also chap 138, sec. 69.
(44) R. S. Ont., 1897, chap. 153, sec. 24.
(45) R. S. Ont., 1897, chap. 153, sec. 24, sub.-sec. 2.
(46) R. S. Ont., 1897, chap. 153, sec. 25.
(47) R. S. Man., 1902, chap. 110, secs.21 and 22.
(48) C. O. N. W. T., 1898, chap. 59, secs. 21 and 22.
(49) R. S. B. C., 1897, chap. 132, sec. 8; B. C. stat., 1900, chap. 20, sec. 12; Alta., S. 1906, chap. 21, secs. 1 and 35.
(50) R. S. N. S., 1900, chap. 171, sec. 24, sub.-sec. C. S. N. B., 1903, chap. 147, sec. 25; R. S. Ont., 189 chap. 153, sec. 27; R. S. Man., 1902, chap. 110, sec. 2 C. O. N. W. T., 1898, chap. 59, sec. 28; see also above.

but need not be copied in any book, though the registrar must enter against the entry of the lien to which the discharge relates the word "discharged" and state the registration number of the discharge. In *Saskatchewan*, the receipt must be numbered and entered but need not be copied in a book. In the same provinces and in *Prince Edward Island* the court or judge having power to try an action to realize a lien may, upon application, receive security or payment into court in lieu of the amount of the claim and costs, and may, thereupon, order that the registration of the lien be vacated. The court or judge is also given power to vacate the registration upon any other ground ([51]). The statutes of *Nova Scotia* and *Ontario* also contain in this connection a section stating that where a certificate of proceedings taken to realize a lien has not been duly registered and an application is made to effect registration after the time for registration of such certificate has lapsed, the applicant shall not be required to give notice of the application to the person claiming the lien and the order vacating the lien may be made *ex-parte* upon production of the certificate of the registrar certifying the facts entitling the applicant to the order ([52]).

In *Nova Scotia*, *Ontario*, *Manitoba* and *British Columbia*, the taking of any security, promissory note or other acknowledgment in recognition of the claim, or the giving of time for the payment of the claim, or the taking of any proceedings for the recovery of the claim, do not in any way prejudice the mechanics' lien unless an express agreement in writing, signed by the lien holder, is given to that effect. Provided, however, that no person who has extended the time for payment may obtain the benefit of this provision unless an action is commenced within the proper time and a certificate registered that such proceedings have been duly taken, though no further proceedings may be taken until the expiration of the extension of time; and provided also that where an action is commenced by any person to enforce the lien upon the same property, payment of the claim may be insisted upon as if no extension had been given ([53]).

In *New Brunswick* and *Saskatchewan*, the registration of all discharges of liens are to be at the cost of the contractor unless the court or judge otherwise orders ([54]).

A person against whose property a lien has been registered in *Alberta* may, if hardship or inconvenience is experienced thereby, call upon the opposite party to show cause why the lien should not be cancelled upon sufficient security being given. On the return of the summons to this effect, cancellation of the lien may be ordered. Where proceedings to enforce a lien have arisen from the failure of an owner or a contractor to fulfill the terms of his contract, the latter may be ordered to pay the costs of the proceedings in addition to the amount of the contract or wages due ([55]).

When the amount due in respect of a mechanics' lien has been ascertained and paid into court, *in British Columbia*, or the property has been sold in order to satisfy the claims of the lienholders, or if the lien has otherwise ceased to exist, the county court Registrar must cancel the lien ([56]).

Consolidation of Liens.

The *Nova Scotia* and *Manitoba* statutes provide that claims for liens may include claims against any number of properties and that any number of persons claiming liens on the same property may unite for the purpose of bringing action. It is required, however, that when more than one lien is included in a claim in this manner each lien has to be verified

([51]) R. S. N. S., 1900, chap. 171, sec. 24, sub.-secs. 2 and 3; C. S. N. B., 1903, chap. 147, sec. 27; P. E. I. stat., 1879, chap. 8, sec. 24; R. S. Ont., 1897, chap. 153, sec. 27, sub-secs. 2 and 3; R. S. Man., 1902, chap. 110, sec. 24, sub-secs. a and b; C. O. N. W. T., 1898, chap. 59, sec. 26, sub-secs. 7 and 8.

([52]) R. S. N. S., 1900, chap. 171, sec. 24, sub.-sec. 4; R. S. Ont., 1897, chap. 153, sec. 27, sub.-sec. 4.

([53]) R. S. N. S., 1900, chap. 171, sec. 25; R. S. Ont., 1897, chap. 153, sec. 28; R. S. Man., 1902, chap. 110, sec. 24, sub.-sec. c; B. C. stat., 1900, chap. 20, sec. 25.

([54]) C. S. N. B., 1903, chap. 147, sec. 29; C. O. N. W. T. 1898, chap. 59, sec. 29.

([55]) Alberta statutes, 1906, chap. 1, secs. 25, 26, 27 and 28.

([56]) B. C. stat., 1900, chap. 20, sec. 19.

separately by affidavit ([57]). Where more than one action is brought to realize liens against the same property the trial judge may, on the application of any interested party, consolidate them into one action, and may give the conducting of the consolidated action to any of the plaintiffs in his discretion ([58]).

In *Prince Edward Island* and *Saskatchewan*, also, any number of lienholders may join in one suit, and all suits brought by a lienholder are understood as being brought on behalf of all lienholders of the same class. In the event of the death of a plaintiff, or his neglect to proceed the suit may, with the consent of the court, or on other terms that may be deemed just and reasonable, be continued by any other lienholder of the same class ([59]).

In *New Brunswick* a claim for wages may include the claims of any number of wage earners who choose to unite for the purpose, each claimant being required to verify his claim by affidavit, though it is unnecessary in each case to repeat the facts set forth in the original claim ([60]). Any number of lienholders may join in one action for the recovery of a lien, and proceedings brought by any lienholder must be regarded as having been brought on behalf of all lienholders of the same class who have registered their liens before or within 14 days after the commencement of the action, or who have within the same period, or any other time as may be allowed for the purpose, file with the judge of the County Court where the proceedings have been brought a statement of their respective claims ([61]). Where separate proceedings have been instituted by lienholders the judge may consolidate them and give such directions as to carrying on the same as he may deem desirable ([62]).

([57]) R. S. N. S., 1900, chap. 171, secs. 16 and 28, sub-sec. 3; R. S. Man., 1902, chap. 110, secs. 16 and 28.

([58]) R. S. N. S., 1900, chap. 171, sec. 32,; R. S. Man., 1902, chap. 110, sec. 33.

([59]) P. E. I. stat., 1879, chap. 8, sec. 16; C. O. N. W. T., 1898, chap. 59, sec. 17; C. S., 1906, chap. 21, secs. 18 and 15.

([60]) C. S. N. B., 1903, chap. 147, sec. 16.

([61]) C. S. N. B., 1903, chap. 147, sec. 71, sub-sec. 1.

([62]) C. S. N. B., 1903, chap. 147, sec. 71, sub. sec. 2.

In *Ontario* it is provided that any number of lienholders claiming liens on the same property may join in an action, similarly any action brought by a lienholder is understood to be taken on behalf of all other lienholders of the same class on the property in question ([63]). Judges are given power to consolidate actions as in New Brunswick and to give the conduct of the consolidated action to any plaintiff that may be thought suitable ([64]).

The *Alberta* and *British Columbia* law provides for the consolidation of liens as in the other provinces; it is added, however, that any moneys realized in a suit must be distributed among the lienholders in the order and manner elsewhere provided in the statute, and that lienholders not originally joined may be made a party by order of the judge upon *ex-parte* application supported by affidavit stating particulars of the claim. Owners or contractors against whom suits in support of liens have been brought in British Columbia, must apply to have the cases consolidated or be liable for the costs of each additional suit, though if they have complied with the statute in this respect they are not to be liable for any greater sum than has been agreed upon to be paid by the contractor. In a case where two or more actions have arisen in connection with the same contract or work the court may, on the application of any interested person, consolidate all the actions and may make such order as to the cases as he may think fit ([65]).

Transmission of Liens.

In the event of the death of a lienholder it is provided in *Nova Scotia*, *Prince Edward Island*, *New Brunswick*, *Ontario*, *Manitoba*, *Saskatchewan* and *Alberta*, that his right of lien shall pass to his personal representatives. It is also provided in these provinces that the right of a lienholder may be assigned by

([63]) R. S. Ont., 1897. chap. 153, sec. 32.

([64]) R. S. Ont., 1897, chap. 153, sec. 37.

([65]) R. S. B. C., 1897, chap. 132, sec. 13, 14 and 15; Alta. S., 1906, chap. 21, secs. 18. 19, and 20.

instrument in writing (66). In *Alberta* and *British Columbia* a similar provision with regard to the assignment of liens is made subject to the provision requiring contractors in cases where the contract price exceeds $500 to post upon the works a copy of the receipted pay-roll between 12 and 1 p. m. on the first day after pay-day and to deliver the original pay-roll to the owner with a receipt in full from each labourer, no payment by the owner without the delivery of the pay-roll being valid for the purpose of diminishing a lien. Assignments by a contractor are not valid in this connection against a mechanics' lien (67).

Payment of Woodmen's Wages in Alberta and British Columbia.

Special provisions are inserted in the Alberta and British Columbia Acts to govern contracts entered into for the furnishing of timber or logs in the getting out of which the employment of labour is involved. It is required that before any payment for the logs is made the contractor supplying the logs must produce a pay-roll showing the wages of the woodmen employed in getting out the timber. If it appears on this return that the wages of all labourers engaged in the work have not been paid in full, the person to whom the logs are furnished must retain out of his contract price a sufficient amount to meet the claims of the workmen. Persons making a payment on a contract without requiring the production of a pay-roll, as above described, are held personally liable for the amount that is owing to any workman or labourer (68).

Mechanics' Liens on Chattels.

The statutes of *Nova Scotia*, *New Brunswick*, *Ontario*, *Saskatchewan*, *Alberta*, and *British Columbia* contain a provision whereby a mechanic or other person who has bestowed money, skill, or materials upon a chattel, by way of altering or improving it, or otherwise increasing its value, is entitled to a lien upon the chattel to the extent of the improvement in question. If the amount to which he is entitled remains unpaid for three months after the debt is justly due, he may sell the chattel by auction after a week's notice (two weeks' notice is required in British Columbia, and one month in Saskatchewan and Alberta) by advertisement in a local newspaper, or by posters in three or more public places adjacent to the place of sale. Any surplus left is to be paid over to the person entitled thereto. The right of selling in this manner continues only while the lien exists, and the owner must be duly notified in writing prior to the holding of the sale (69).

In *Quebec*, any one who has made improvements or additions to a moveable object for which he is entitled to be reimbursed may retain the object until he has been paid, without prejudice to his personal remedy (70).

(66) R. S. N. S., 1900, chap. 171, sec. 23; C. S. N. B., 1903, chap. 147, sec 24; P. E. I. stat., 1879, chap. 8, sec. 17; R. S. Ont., 1897, chap. 153, sec. 26; R. S. Man., 1902, chap. 110, sec. 23; C. O. N. W. T., 1898, chap. 59, sec. 27, A. S., 1906, chap. 21, sec. 15.

(67) R. S. B. C., 1897, chap. 132, secs. 10 and 12; A. S., 1906, chap. 21, sec. 17.

(68) R. S. B. C., 1897, chap. 132, secs. 26, 27 and 28; A. S., 1906, chap. 21, secs. 37 and 39.

(69) R. S. N. S., 1900, chap. 171, sec. 41; R. S. N. B. 1903, chap. 147, sec. 28; R. S. O., 1897, chap. 153, sec, 51; C. C. N. W. T., 1898, chap. 59, sec. 31; A. S., 1906, chap. 21, sec. 34; R. S. B. C., 1897, chap. 132, sec. 23.

(70) C. C. Que., article 441.

(To be Continued).

THE TRADES AND LABOUR CONGRESS OF CANADA—TWENTY-THIRD ANNUAL CONVENTION.

THE twenty-third annual convention of the Trades and Labour Congress of Canada opened in Winnipeg, Man., on Monday September 16th, in the assembly hall of the Provincial Legislature. At the opening session Mr. Kempton McKim, president of the Winnipeg Trades and Labour Council, welcomed the delegates on behalf of the organized wage-earners of the city. Hon. R. P. Roblin, premier of Manitoba, extended greetings on behalf of the Pro-

vince of Manitoba, and a welcome from the City of Winnipeg was offered by acting Mayor Ald. Davidson. Mr. Robt. S. Maloney, of Lawrence, Mass., fraternal delegate from the American Federation of Labour, and Mr. R. C. Owen of Edmonton, Alta., fraternal delegate from the Canadian Society of Equity, addressed the convention at the opening meeting, as did also Mr. Horace J. Jaxon, of Chicago, Ill., representative of the Western Federation of Miners.

The report of the Credential Committee showed that 149 delegates were entitled to seats at the convention, and that all the provinces, with one exception, were represented. Twenty-nine delegates, representing sixteen trades and labour councils and 118 representing 89 trades unions, were present. There were also two fraternal delegates.

Executive Officers' Report.

The following is a summary of the report of the Executive Committee of the Congress as submitted to the convention:—

After referring to the progress of labour organization during the past year, the report dealt with the question of immigration into Canada, and called attention to instances of workingmen having been sent to this country under false representations as to the condition of the labour market.

An account was given of an interview held by the Committee with members of the Federal Government, at which the subjects of immigration, the appointment of a separate Minister for Labour, technical education, N. W. Mounted Police, the pay of letter carriers, fair wages, and the Lord's Day Act were dealt with, and arguments presented in favour of the 8-hour bill and against the bill to punish international union officers who interfere in Canadian industrial disputes. It was stated that the interview was a satisfactory one.

In reference to the Industrial Disputes Investigation Act, which was passed at the last session of the Dominion Parliament, the executive reported that after careful consideration hearty endorsation was given to the principle of the measure, and that the act had already been successfully tested.

Attention was directed to the refusal of certain iron and steel firms to tender on public works because the specifications called for the "union or prevailing" rate of wages. The executive expressed the opinion in this connection that legislation should be sought that would make it impossible for firms to unfairly descriminate against organized labour.

The number of private detective offices operated as money making institutions was pointed out, and the necessity for legislation limiting the powers of these offices alleged. It was recommended that any information calculated to confirm the opinion that these agencies are the instigators of lawlessness be forwarded to the secretary.

Under the heading of "Union Label Legislation" the recommendation was made that trades and labour councils apply for legislation from the various provincial governments to grant power to municipal councils to pass by-laws making it mandatory to place the union label on articles required for use in public institutions, and that the executive committee of the various provinces cooperate as far as possible in such effort.

Reference was made to the success of the International Typographical Union in securing the 8-hour day for its members and to the election of a labour member to the Ontario Legislature.

The report concluded with references to the decease of four prominent members in the labour movement during the past year.

Report of the Provincial Executives.

Nova Scotia.—The past year was reported to have been a successful one for organized labour. Three unions were organized in the city of Halifax. The longshoremen of Halifax in May, 1907, secured an increase in wages to 25c. per hour for day work, and 30c. for night. The electricians also secured an increase in the wage rate. The demand of the freight handlers for increased remuneration had not been granted, but prospects were reported bright. The committee reported that about seven years

ago the provincial government passed a factory inspection law, but that up to the present time no inspector had been appointed to enforce its provisions; the recommendation was made that this matter be referred to the incoming executive committee. Reference was made to the Provincial Workmen's Association and the progress it had made during the year.

New Brunswick.—The committee referred to the condition of organized labour, and reported that the President of the Congress had visited the province and would place the condition of the workers of New Brunswick before the Congress.

Quebec.—After referring to the defeat of the labour candidate in the federal by-election in St. Mary's division of Montreal, and suggesting that election day be made a legal holiday and voting compulsory, the committee reported having waited upon the provincial government in February, 1907, when the following subjects were presented for consideration: The adoption of the 8-hour day on government works and contracts; the repeal of all laws requiring a deposit by nominees for federal, provincial or municipal offices; the creation of government labour employment bureaus; the providing of aisles in open street cars; the inadvisability of granting public lands to corporations; the amendment of the factories act; the appointment of inspectors of scaffolding and the laying of temporary floors in buildings in course of erection. With the first three matters the government refused to deal, but the others were promised consideration. The work of organization was referred to, as well as the introduction of the eight-hour day in the printing trades. It was reported that several actions have been taken for alleged violation of the alien labour law, and the recommendation was made that Congress either provide a prosecutor for violations of the law or urge the government to appoint an officer with full power to enforce the law. In closing, the committee stated that through the instrumentality of the Montreal delegate to the Printing Pressmen's convention in New York, it was decided to affiliate the members of the Canadian branches of the union with the Congress.

Ontario.—On the 19th of February, 1907, the executive committee for Ontario waited on the Legislature and presented resolutions as follows: Against government by injunction, against prison contract labour, to increase the usefulness of the Ontario Labour Bureau, to abolish property qualification for municipal office, to include fair wage clause in Provincial Government contracts for public works, and with regard to provincial government labour employment bureaus. Other matters referred to were legislation regarding the housing problem, the placing of a label on ready-made clothing and the prevention of foreign detectives from coming into Canada and carrying firearms. The Premier in reply to the deputation stated that some of the requests were plainly in the public interests and would be granted, that the time was not far distant when prison labour contracts would be abolished; that if finances would permit, additional factory inspectors would be appointed, and that a fair wage clause would be inserted in the contracts for new normal schools. The Premier said also that the question of the abolition of property qualification for municipal offices would be considered and that he did not approve of foreigners coming into the country and interfering with the people. The committee further reported that government employment bureaus had been established at Hamilton, London, Ottawa, Peterborough and other centres. The committee also reported the formation on the 29th of March, 1907, in the city of Toronto, of the Independent Labour Party of Ontario, and the election to the Ontario Legislature in December, 1906, of Mr. Allan Studholme as a labour member in the constituency of East Hamilton.

Manitoba.—The Committee reported the formation of the Winnipeg branch for the Canadian Labour Party on October 15th, 1906, and referred to the part taken in elections subsequently held in the city. On the 19th of Janu-

ary, 1907, the provincial government was interviewed in reference to the following matters: The Manitoba factory act, the insertion of fair wage clauses in all government contracts, and the abolition of deposits in provincial elections. Favourable consideration was promised with regard to the appointment of another factory inspector. The government had also passed a fair wage law, and an officer to enforce its provisions had been appointed. The third request, however, was not approved by the legislature. The committee recommended the appointment of a permanent organizer for the Congress.

Saskatchewan.—The committee reported that little had been done towards the organization of an independent labour party, and that before anything of a permanent nature could be accomplished there must be better trade organization. In Regina and Moose Jaw much progress was reported in organizing the various crafts. On March 28th, 1907, the provincial government was interviewed in reference to the following: Fair wages and conditions on public works; the eight-hour day on public works; free text books in public and high schools, and union label on government printing. No action was taken with regard to these requests during the session, but subsequently the Premier announced that the following regulations would in future be inserted in all public building contracts:

"The contractor shall employ none but skilled, expert workmen and their apprentices, and shall pay not less than the established rate of wages as the Commissioner of Public Works may determine, and shall not request workmen to work more hours per day or week than is customary in the locality where the work is being done.

"So far as is possible and reasonable, as may be determined by the Commissioner of Public Works, none but resident Canadian workmen are to be employed on the works.

"In the event of default being made by the contractor from payment of any monies owing in respect of wages of any person employed on the works, or on any material that may be delivered on the works, and if claim therefor is filed in the office of the Commissioner of Public Works, together with satisfactory proof thereof, the said Commissioner may pay such claim out of any monies which may be due by the Province on the contract, and the amounts so paid shall de deemed payments to the contractor."

In reference to the coal famine of last winter, and the declarations of various organized bodies in favour of the principle of government control and operation of coal mines, it was reported that a member of the provincial government had stated that this question was being considered.

Alberta.—The passage by the Provincial Legislature of an act in favour of the public ownership of the telephone system throughout the province was reported, and the statement made that there is a strong sentiment in favour of such legislation among the working classes. The city councils of Calgary and Edmonton were reported as being in favour of municipal ownership. The housing problem was brought to the attention of the Calgary council. Congress was urged to take up the matter of misrepresentations made to immigrants as to labour conditions in this country. The entry of Asiatics had been opposed. The success which had attended the work of organizing labour unions in the city of Edmonton was recorded, and the subject of the possible amalgamation of the labour party with the Canadian Society of Equity was mentioned.

British Columbia. — In accordance with the instructions of the Congress it was reported that a convention had been held in Vancouver on October 29th, 1906, for the formation of a branch of the Canadian Labour Party for the province. The committee waited on the provincial government and brought various resolutions to its attention as well as the question of assisted immigation. It was reported that the government had decided to have a fair wage clause inserted in the contract for the new court house in Vancouver.

Report of Fraternal Delegate.

The fraternal delegate to the American Federation of Labour reported that he had attended the convention held in Minneapolis, Minn., in November, 1906. He referred briefly to the more important matters that had been dealt with.

Contributions in Aid of Sheet Metal Workers Appeal.

Appended to the officers' report was a statement showing that contributions to the amount of $1,492.90 had been received from labour organizations in response

to a request for financial assistance to enable the defendants in the case of the Metallic Roofing Co., of Toronto, vs. the Sheet Metal Workers' Union to carry an appeal to the Imperial Privy Council.

Report of Parliamentary Solicitor.

The parliamentary solicitor of the Congress, Mr. J. G. O'Donoghue, submitted a report dealing with the 1906-7 session of the Dominion Parliament, and containing a resume of the various matters of direct interest to labour which had been discussed. The following subjects were mentioned in this review: The Industrial Disputes Investigation Act, 1907; the Intervention of International Officers in Industrial Disputes; Misrepresentations to Induce Immigration; Industrial and Co-operative Societies; the Admission of Hindus into Canada; Senate Reform; Old Age Pensions; Old Age Annuities; Contract Labour; Wages on the Grand Trunk Pacific; the Inspection of Barges; the Intercolonial Railway Pension Bill; Wages of Painters at Halifax; Prison Labour; Technical Education; Railway Legislation; the Masters' and Mates' Bill; the Inspection of Steamboats; the Eight-hour Bill; the Labour Investigation Committee; the Granting of Leave of Absence to Vote; Immigration; Letter Carriers' Salaries; the Fair Wages Resolution.

Report of Committee on Executive Committees' Report.

The report of the committee on executive officers' and provincial executive committees' report submitted the references to the Industrial Disputes Investigation Act in the officers' report as well as in the solicitor's report, without recommendation, and these references were dealt with subsequently when resolutions on the subject were considered. The balance of the report was concurred in and the following recommendations made: "That the supplying of information by employers and trade unions to the Ontario Labour Bureau be made compulsory, and also that a government officer be appointed to have the alien labour law enforced." With the exception of that portion relating to the Industrial Disputes Investigation Act, the parliamentary solicitor's report was recommended for concurrence, and the Congress was asked to reaffirm its position on the matters which had previously been before it and which had not yet been finally disposed of. This report was adopted.

Report of Secretary Treasurer.

The secretary-treasurer, Mr. P. M. Draper, submitted a statement of receipts and disbursements during the past year, together with other data relative to the affairs of the Congress. The revenue from per capita tax showed an increase of $554.40, while the members ship increased by 5,330, making a total membership of 32,997 directly affiliated, representing 515 unions. The following table shows total receipts and expenditures for the year 1906-7:—

Balance on hand September 20, 1906	$1,774.62
Receipts from per capita tax charters and supplies	5,000.17
American Federation of Labour for legislative purposes	500.00
Hotel and Restaurant Employees Int. Alliance and Bartenders Int. League of America for legislative purposes	100.00
Advertising	100.00
Total receipts from all sources	7,474.49
Total expenditure	$6,570.28
Balance on hand, September 20, 1907	$904.53

In order to show the growth in the finances of the Congress, the following summary of receipts and disbursements for the past nine years was submitted:—

Year.	Receipts.	Expenditure.	Balance.
1899	$ 611.71	$ 547.95	$ 63.76
1900	828.45	618.79	209.66
1901	1,009.88	908.00	101.88
1902	2,342.41	1,795.57	546.84
1903	3,858.34	3,363.38	494.96
1904	3,747.96	3,346.29	401.67
1905	4,700.29	4,001.36	698.93
1906	5,747.40	3,970.08	1,774.62
1907	7,474.79	6,570.28	904.53

The following table shows the number of unions affiliated with the Congress, together with the membership and revenue received:—

Province.	No. of Unions.	No. of members.	Amount received.
Ontario	100	7,642	$ 1,462.94
Quebec	22	2,482	477.55
Manitoba	36	4,793	742.65
Alberta, Sask. and B. C.	54	3,017	582.67
New Brunswick and Nova Scotia	6	440	88.35
Affiliations from Headquarters:			
Int. Bro. Maintenance of way employees	91	2,200	396.00
Journeymen Tailors of Am.	41	1,000	180.00
Int. Bro. of Bookbinders	7	304	54.72
U. Assn. Plumbers, Gas and Steamfitters and Helpers	26	1,001	180.18
Int. Typo. Union	27	1,895	341.09
Int. Bro. Brewery Workers	.....	472	84.96
United Bro. Leather Workers on horse goods	7	116	20.88
Int. Bro. Electrical Wrkrs.	14	450	81.00
Int. Assn. Bridge and Structural Ironworkers.	7	400	36.00
Bakery and Confectionery Workers	5	292	26.28
Carpenters and Joiners	77	6,440	241.50
Unions from which a partial revenue only was received	2	53	3.30
	515	32,997	$ 5,000.17

In addition to the above affiliations, the following forty-two trades and labour councils hold charters from the Congress:

Berlin, Brantford, Brockville, Collingwood, Chatham, Fort William, Galt, Hamilton, Kingston, London, Midland, Niagara Falls, Ottawa, Peterboro, Stratford, Sarnia, St. Catherines, Toronto, Windsor, Woodstock, in the province of Ontario; Montreal, Grand Mere and Quebec and Levis in the province of Quebec; St. John and Moncton in the province of New Brunswick; Halifax in the province of Nova Scotia; Winnipeg and Brandon, in the province of Manitoba; Regina and Moose Jaw in the province of Saskatchewan; Calgary, Edmonton, Lethbridge and Medicine Hat in the province of Alberta; Victoria, Vancouver, Fernie, Revelstoke, Cranbrook and Nelson, in the province of British Columbia.

The Congress has, in all, a membership of approximately 150,000. The report further stated that five of the councils mentioned above were chartered during the year and that four federal labour unions were organized. Two federal unions failed to remit per capita tax for the year. The following international unions have affiliated the Canadian branches of their organization with the Congress during the year, and are paying per capita tax from headquarters: Brewery Workers, Leather Workers on Horse Goods, Electrical Workers, Bridge and Structural Iron Workers, Bakery and Confectionery Workers, and the United Brotherhood of Carpenters and Joiners.

The audit committee, to which the above report was referred, reported that the books were found to be in a satisfactory condition.

Report of Ways and Means Committee.

The ways and means committee recommended that the per capita tax remain as fixed by the 1905 convention; that $600.00 be paid to the Secretary-Treasurer for his services during the year; $300.00 to the fraternal delegate to the American Federation of Labour; $200.00 to the Parliamentary Solicitor, and that the hotel expenses of the delegate from the American Federation of Labour be paid. These recommendations were adopted, together with an adverse report on a proposition to maintain a permanent paid secretary of the Congress.

Organization

Reports with regard to organization work were submitted by Mr. W. R. Trotter, for Western Canada, Mr. Allan Studholm, M. P., for Ontario, and Mr. Alphonse Verville, M. P., for Quebec and the Maritime Provinces. During the discussion, the proposition was advanced that the American Federation of Labour should give more financial support to the work of the Congress. It was pointed out that while that organization gave the Congress $500.00 each year for legislative purposes, over $3,000.00 were received by the American Federation of Labour from the Canadian membership of International Unions. The following resolution was finally introduced and approved:

"That the Executive Committee of the Congress be instructed to approach the Executive of the A. F. of L. to urge an arrangement whereby the monies devoted by that body for organization and legislative purposes in Canada be paid over to the Congress and expended under its supervision."

Fraternal Greetings.

Mr. Robert S. Maloney, of Lawrence, Mass., fraternal delegate from the American Federation of Labour conveyed fra-

ternal greetings to the Congress and gave an account of the growth of organized labour and the progress of legislation in favour of wage-earners in the United States.

Mr. Robert C. Owens of Edmonton, Alta., fraternal delegate from the Canadian Society of Equity, in extending greetings from his organization outlined the aims and objects of the society, which include the education of the farmers on economic lines, and stated that though the society was of recent origin, it has 3,000 members in the Province of Alberta.

Mr. Horace J. Jaxon, of Chicago, Ill., representative of the Western Federation of Miners, expressed the good will of the Federation to the Congress and recounted the proceedings before and during the recent trial of certain officers of the Western Federation of Miners.

Rev. Hamilton Wigle was received as the fraternal delegate from the Winnipeg Ministerial Association, and extended greetings from his organization.

Sabbath Observance.

A deputation from the Lord's Day Alliance, composed of Revs. J. G. Shearer and R. Rochester, was received by the Congress on the second day of the convention. Mr. Shearer, in referring to the Lord's Day Act, stated that in his opinion the Act as passed by the Canadian Parliament in 1906 was the best legislation of its character on the statute books of any country. The law, he explained, did not aim at limiting individual liberty, but gave every man the right to spend Sunday as he pleased, stopping short, however, where he encroached on the rights of others. Mr. Shearer informed the Congress that it was the intention of the Presbyterian Church in Canada to institute a bureau of information and come into close contact with the labouring class in this country. An invitation was extended to the Congress to appoint fraternal delegates to the church courts, and mention was made of meetings of the Presbytery of Manitoba and the general assembly of the Presbyterian church to which such delegates might be sent.

Rev. Mr. Rochester made a brief address, in the course of which he stated that the objects of the Lord's Day Alliance and the Congress were similar.

The following resolution having for its object the acceptance of the invitation of Mr. Shearer to send fraternal delegates to church courts was adopted:

> That the Trades and Labour Councils be asked to send delegates to church assemblies in their various localities wherever advisable, and lay before them the aims and objects of organized labour.

A resolution asking the Congress to request the Dominion Government to repeal the clause in the Lord's Day Act prohibiting the sale of books and newspapers on Sunday was voted down.

Canadian Society of Equity.

The committee to which was referred the question of the relations of the Canadian Society of Equity to the Congress presented a resolution urging all wage-earners not organized to affiliate with organized labour, and asking unaffiliated farmers to unite with the Canadian Society of Equity in order to promote the best interests of both, and further recommending that local unions and city, provincial and Dominion bodies, when called upon by representatives of the Canadian Society of Equity, appoint committees to co-operate with the latter, and when possible arrange for affiliation upon equal terms with other branches of organized labour. This resolution was carried.

The question of appointing a fraternal delegate to the next meeting of the Canadian Society of Equity was referred to the general executive.

Memorial to the Late D. J. O'Donoghue.

A special committee was appointed to report on some suitable memorial to the late D. J. O'Donoghue. The committee recommended:

> That the Trades and Labour Congress of Canada endow a room in the Sick Children's Hospital, Toronto, to be known as the D. J. O'Donoghue room, as a fitting memorial to our late lamented brother and worker who did so much for the cause of the working classes.

This recommendation was unanimously agreed to.

Resolutions.

There were seventy resolutions submitted by delegates, all of which were referred to the Committee on Resolutions and Standing Orders, who, when several motions on the same subject were introduced, embodied them in one resolution. With few exceptions only those resolutions which were favourably considered were recorded.

Labour Agent for Great Britain.

On this subject the following resolution was submitted and was favourably reported by the committee:—

"That as the Canadian Manufacturers' Association have established a labour bureau in Great Britain, under the management of the notorious Louis Leopold, with a view to increasing the surplus labour in Canada, and that, as under the present immigration policy a large number of craftsmen are induced to come to this country under misrepresentations of the true conditions, that an agent of this Congress be appointed in Great Britain with a view to more effectually representing the true conditions of labour in this country."

A lengthy discussion took place on this subject during which it was pointed out that the appointment of a labour agent for Great Britain should be carried out for the definite purpose of stopping misrepresentation to British workmen, and not to hinder immigration to Canada. Several of the delegates gave instances of misrepresentation, which had been brought to their attention. It was finally decided that the incoming executive of the Congress submit a call to all trades councils and local unions in Canada asking that they pay a per capita of 10 cents per year toward this project and if sufficient funds are available a man should be sent; and that the executive of the Congress is to be empowered to select the man, said agent to be directly responsible to and under the direction and supervision of the executive of the Congress.

Independent Political Action.

The Committee on resolutions reported the following resolution to the Congress without recommendation, on the subject of independent political action:

"Resolved that the Trades and Labour Congress of Canada in convention assembled, declares that it stands for absolute independent political action on the part of the working class, with the collective ownership of the means of life as its ultimate aim, and we believe the best interest of the working classes can be served by granting provincial autonomy in the matter of political affiliation, the functions of Congress' provincial executives being to carry out the policy formulated in their respective jurisdictions."

In amendment the following resolution was submitted:

"That the Trades and Labour Congress of Canada reaffirms its declaration for absolute independent political action on the part of the working classes, and that the platform of principles of this Congress be recommended as the platform to be adopted by those engaged in this independent effort."

The debate on the resolution and the amendment was taken part in by sixteen delegates. The amendment was finally withdrawn, and on the question being called the resolution was defeated by a vote on roll call of 39 in favour to 51 against.

Organized Labour and the Militia.

A resolution asking the members of labour organizations to refrain from joining the militia, was defeated after the subject had been discussed at length.

The Disturbances at Vancouver.

The Congress passed unanimously the following resolution:—

Whereas, on the evening of September 6 last an attack was made by some persons on the Chinese and Japanese quarters of the city of Vancouver, B. C., which was promptly ascribed to "the trades unionists of that city, led on by foreign labour agitators" and,

Whereas, from reliable sources of information we know positively that the trades unionists of that city were not responsible for nor engaged in the perpetration of these outrages.

Be it resolved, that this Congress condemns in unmeasured terms these disturbances and the parties responsible for them as being unworthy of an Anglo-Saxon people and,

Be it resolved, that we denounce the attempt to distort the facts of this case for the purpose of injuring the cause of International trades unionism.

Immigration.

Early in the proceedings of the convention the question of Japanese immigration into Canada was brought up, when it was decided that a special committee be appointed to draft a telegram to be forwarded to the Rt. Hon. Sir Wilfrid Laurier, Prime Minister, in reference to the matter. The committee submitted its report in the form of a resolution which read as follows:

"Rt. Hon. Sir Wilfrid Laurier, G. C. M. G., Premier of Canada:

"The Trades and Labour Congress of Canada in convention assembled, and representing organized labour from Halifax to Vancouver, unanimously passed the

following resolution, and ask if you can assure a favourable reply to the request embodied in it—

"1. Whereas,a crisis has arisen in British Columbia by reason of the unprecedented influx of Japanese;

"2. And whereas the Japanese have already usurped the opportunities for labour in the fisheries in British Columbia and are threatening to entirely supplant white labour in the mines and lumbering industries;

"3. And whereas, the expulsion of white labour from the mines, lumbering and other industries of British Columbia, will entail a shortage of fuel and lumber supplies this approaching winter for the people, more particularly of Western Canada;

"4. And whereas, the willingness of the Japanese to accept a lower standard of living, enables them to oust from employment citizens of Canada who, under higher and better conceptions of moral, social and industrial well-being, have trained themselves to conform to a standard of living more in accord with British, ideas and who are determined to maintain that standard as the surest guarantee of Canadian citizenship;

"5. And whereas, the continued influx of Japanese, constitutes a menace to the predominance of British institutions by driving white labour out of all industries and depriving them of the means to maintain themselves and their families and thus lessening the amount available for merchants, shopkeepers and other business people;

"6. And whereas, the continued importation or immigration of Japanese, inevitably means the departure of white labour from British Columbia to the utter loss and ruin, not only of British Columbia, but of all Canada;

"7. And whereas, the first consideration of the Dominion government should be the welfare of Canadians;

"8. And whereas, we believe that the best interests of Canada and the Empire will be served by respecting the autonomous rights of its component parts;

"9. And whereas, Canada has already sacrificed much for Imperial interests, as the recent generous contribution on Canada's behalf made by Lord Alverstone in the Alaskan Boundary award;

"10. And whereas, the continuance of the Japanese Treaty Act, 1906, means the depopulation of British Columbia of white people and possibly the loss of that province altogether, to the Dominion of Canada;

Therefore be it resolved:

"1. That we respectfully, but firmly, ask the abrogation of the treaty so far as Canada is concerned;

"2. That as a necessary preliminary to that end the Dominion government, be urged to immediately call upon the Imperial authorities to give the six months notice required to terminate the treaty with Japan;

"3. That pending the termination of the treaty the Japanese authorities be called upon to restrict the emigration of Japanese in accordance with the alleged convention that not more than 400 or 500 be allowed to come to Canada during any one year.

The resolution was adopted and ordered to be telegraphed to the Premier. *

In reference to Chinese immigration the Congress reaffirmed the principle of the present poll tax imposed on the Chinese as an effective check on that class of immigration. The convention was further of the opinion that legislative measures ought to be enacted that would prevent the refunding of the said poll tax under any pretext.

* A copy of the reply received from the Premier is published in a special article dealing with the question of Oriental Immigration published elsewhere in the present issue.

The following resolution on the question of the Hindus was agreed to:

Whereas, in the interests of the white race the settlement and development of Canada is necessary by a white race, and whereas, the material progress of a race can only be measured by the standard of living obtaining amongst its members, and whereas, the recent influx of East Indians, known as Hindus, into Canada has a pronounced tendency to lower the standard of living, of the different social and domestic customs, and by their being brought into competition for the opportunity of earning a living; therefore be it resolved, the Dominion government be asked to take such action as will prevent their entering Canada.

The Congress declared against bonuses being paid on emigrants sent to Canada in the following motion:

That this Congress is of the opinion that the bonus system on immigration is a detriment to the workers of this country, and calls upon the government to abolish same.

In a further resolution it was set forth that certain transportation companies shipping coolie labour into Canada evaded the law which required that each immigrant be in possession of sufficient capital to ensure that such immigrant should not become a burden on the community, by advancing the necessary amount until after inspection and then immediately collecting the same, thus leaving the immigrant without funds. The resolution which was adopted condemned this mode of evading the law, and called upon the proper authorities to investigate the cases recently reported as taking place at the port of Vancouver.

Industrial Disputes Investigation Act.

The following resolutions in reference to the Industrial Disputes Investigation Act were submitted and referred to the Committee on Resolutions, who reported them without recommendation:

Whereas, organized labour has from time to time expressed its disapproval of strikes except as a last resort in industrial disputes; and whereas, particularly in disputes in connection with public utilities the public have rights that must be respected and considered; and whereas, the Lemieux Bill is designed to avoid strikes and lockouts in connection with industrial disputes in certain public utilities until such time as the merits of the dispute are publicly investigated; and whereas, organized labour always courts investigation of its grievances by reason of the justice of its claims and its desire to be fair; be it resolved that this Trades and Labour Congress of Canada hereby express its approval of the principle of the Lemieux Bill as being in consonance with the oft expressed attitude of organized labour in favour of investigation and conciliation.

"Resolved, the Brotherhood of Railway Trainmen, as delegates to present Congress, are opposed to the Lemieux bill in its enettiy."

"Resolved, the Brotherhood of Locomotive Engineers are against the Lemieux law in its entirety."

The first resolution endorsing the principle of the Act was moved for adoption. The debate which followed was taken part in by twenty of the delegates including the executive officers. The solicitor of the Congress explained certain provisions of the Act, after which a vote was taken on the first resolution which was carried by 81 to 19.

On the proposition to consider the Act clause by clause, it was decided to refer the matter to a special committee to confer with the solicitor. Any delegates having amendments to offer were requested to appear and submit them. The report of the committee which was subsequently presented approved of the following, which was adopted:

"That the executive carefully analyze the Act, and if it does not provide for the protection of workmen and their continuance in employment during the investigation that a proper amendment be made to secure that end."

A proposal to have the Act amended so as to exempt the employees of both steam and electric railways was voted down.

The committee reported unfavourably on an amendment to have all trades come under the operation of the Act. The Committee's report on this point was voted down by 62 to 23, and the amendment to have the law apply to all industries carried by 59 to 22.

A proposed amendment to section 26 of the Act, which refers to the form in which recommendation of investigation committee shall be made was not concurred in.

It was decided to ask that section 42, which provides that British subjects only shall be allowed to act as members of an investigation board, be stricken out, also that Section 58 (penalty for causing lockout) be amended so as to make an employer liable to fine for each employee locked out

On a proposition to have section 60, which provides for a penalty for inciting to lockout or strike, eliminated from the Act, the committee reported unfavourably, but this clause of the report was defeated by a vote of 19 for to 63 against, and the proposed amendment was adopted.

A protest was made against the statement in the executive officers' report that the settlement of the dispute between the machinists and the Grand Trunk Railway Company which was referred to an investigation board under the Industrial Disputes Investigation Act, was "highly satisfactory to all parties concerned". After hearing statements in reference to the matter and a full discussion thereon, it was decided by a vote of 45 to 44 to amend the report by substituting the following: "which was reported to be satisfactory to all those affected at the time the officers' report was prepared."

Minister of Labour.

The following resolution in favour of the establishment of a separate portfolio for the Minister of Labour was adopted without dissent:

"That this Congress records its appreciation of the valuable services rendered to the workingmen of Canada by the Dominion Department of Labour since the establishment of the department in 1900. The Congress believes that the continuous growth and expansion in the department's work during the seven years of its existence is an evidence of the increasing importance of this branch of the administration. Whilst recognizing the able manner in which the present minister of labour and his predecessors have discharged the duties of their office as ministers of the department, the Congress believes that the scope of the department's work and its efficiency and usefulness would be greatly increased were a minister of Labour appointed who could give undivided attention to the work of the department. In the interests of the country as a whole, no less than of its working classes, this Congress would recommend that the Dominion government add to the present portfolios that of a Minister of Labour, who shall be assigned control of the Department of Labour as a separate and distinct branch of the administration."

Shorter Work Day For Street Railway Employees.

The following resolutions in reference to the hours of employment of street and electric railway employees were approved:

"That the provincial executives place before the provincial governments the necessity of enacting laws that all street and electric railway employees work not more than nine hours per day, to be completed in twelve consecutive hours."

"That owing to the action of the employing street railway companies in extending the hours of labour on the Lord's Day, the provincial executives ask for legislation for eight hour day on Sunday."

The provincial executives were also instructed to place before the provincial governments the necessity of having all electric cars properly equipped with air brakes and approved sanders, and also that all future open street cars,

bought or constructed, be provided with centre aisles.

Bell Telephone Enquiry.

In connection with the report of the Commission appointed by the Dominion Government to inquire into the Bell Telephone Company and the operators employed in its offices in Toronto, the following resolution was introduced and passed without opposition:

Whereas the Bell Telephone Co. some months ago adopted arbitrary measures to compel their operators, monitors and supervisors in the Toronto Exchange to accept an eight hour day as against a five-hour day, and thus precipitated a strike; and,

Whereas the Dominion government appointed a commission to investigate and report upon the conditions of work in the Toronto exchange of the Bell Telephone Co., and,

Whereas the said commission on Thursday of last week made public their findings and recommendations after conducting a thorough investigation;

Therefore, be it resolved that this Trades and Labor Congress of Canada, through its executive council and subject to the advice of its solicitor, be instructed to secure the necessary legislation in both the Dominion and Provincial parliaments to give effect to the recommendations of the commission.*

Resolutions Asking for Legislation.

The following resolutions with regard to proposed legislation were passed:

In favour of Manitoba executive endeavouring to secure legislation providing that all persons having charge of boilers in the province be in possession of qualifying certificates.

Instructing provincial executive committees to urge the passage of laws in their various provinces prohibiting private detective agencies.

Asking for a law requiring that all employees be paid weekly or fortnightly in coin, and not by cheque.

Asking Federal Government to appoint officers to inspect the gear of ships during loading or unloading operations

In favour of provincial executives asking for the appointment of competent scaffolding inspectors in the various provinces.

Instructing provincial executives to secure legislation against the imposition of fines by employers on employees for infractions of working rules.

Directing the attention of the Dominion Government to the necessity of enacting legislation providing for a Workmen's Compensation Act similar to that of the Imperial Government.

That the executives of the provinces be urged to ask from the provincial governments the passing of laws requiring the examination and registration of steamfitters and plumbers in their respective jurisdiction.

In favour of old age pensions, and asking for a reservation of a sufficient portion of the public domain to create such a fund.

Approving of the bill respecting industrial and co-operative societies introduced in the House of Commons by F. D. Monk, M.P., and recommending that the Congress urge upon the Dominion Government and upon the members of the Dominion Parliament, the elimination of the exception made by the special committee (to which Mr. Monk's bill was referred) with respect to banking, and further recommending that Congress express the view that the act is one in the immediate interests of the working classes of Canada.

Disapproving of money deposits or property qualifications or any bar to the freedom of candidature for public office.

Instructing the provincial executives to endeavour to have more stringent laws passed regarding child labour, and also that factory inspectors be given larger scope and more power to enforce such laws as may be now in operation or in future enacted.

That as the present Manitoba Mechanics' Lien Act is not working satisfactorily, the Manitoba executive committee be instructed to endeavour to get amendments passed to the next session of the legislature which will make the act more workable.

That the following section be added to the Dominion fair wage resolution:

"That workmen employed in the performance of the said contract shall not be required or allowed to work longer hours than those fixed by the contract, except for the protection of life or property or in cases of emergencies."

Asking that the tariff be amended so as to make the duty on all cut stone being shipped into Canada, equal to that which is shipped into the United States.

Miscellaneous Resolutions.

The following resolutions dealing with misllceaneous matters were approved:

Recommending all labour papers for support by trades unionists.

That the secretary furnish to those who wish them the list of manufacturers of union label goods so far as he is able to secure them.

Indorsing labels of the following unions: International Cigar-makers, International Typographical Union, International Tobacco Workers, and International Leather Workers on Horse Goods.

Reaffirming resolution re discontinuing grants of land to others than bona fide settlers.

Asking members of the Canadian Society of Equity to have work done by fair labour wherever possible.

Congratulating International Typographical Union on success of fight for an eight-hour day.

In favour of increase of salaries of letter carriers and asking the Postmaster-General to give the matter early attention.

That as the capitalists of the world create war they should do their own fighting.

That provincial executive committees be urged to look carefully after the preserving of fair wage clauses in all public contracts.

Calling attention to the strike of garment workers in Toronto, Ont., and informing the delegates that as soon as the difficulty had been adjusted they would be notified.

Referring to the libel suit of Mr. Martin against Mr. Verville, in which the latter was fined $100.00, and stating that the case had been appealed by the Quebec Labour Party and asking Congress to endorse this action both morally and financially.

The question of extending the moral support of Congress to the labour unionists of London, who purpose placing a candidate in the field in the forth-coming federal bye-election, was referred to the Ontario executive.

* The full text of the recommendations of the Commission are given in a special review of the commissioner's report published elsewhere in the present issue of the *Labour Gazette*.

Officers for 1907-08.

The following officers were elected for the current year:

President.—ALPHONSE VERVILLE, M.P., Montreal, Que.

Vice-president.—JAMES SIMPSON, Toronto, Ont.

Secretary-Treasurer.—P. M. DRAPER, Ottawa, Ont.

PROVINCIAL VICE-PRESIDENTS AND EXECUTIVE COMMITTEES:

British-Columbia.—

Vice-Pres.—J. C. WATTERS, Victoria, B. C.
Executive-Com.—S. KERNIGHAN, and A. G. PERRY, Vancouver.
C. SIVERTZ, Victoria, B. C.

Alberta.—

Vice-Pres.—J. F. LAHENEY, Coleman, Alta.
Executive-Com.—T. R. WESTMAN, Edmonton, Alta.
W. M. LEONARD, Edmonton, Alta.
JAS. H. DUNLOP, Calgary, Alta.

Saskatchewan.—

Vice-Pres.—HUGH PEAT, Regina, Sask.
Executive Com.—JAS. SOMERVILLE, Moosejaw, Sask.
T. A. STANLAKE, Regina, Sask.
T. MOLLOY, Regina, Sask.

Manitoba.—

Vice-Pres.—W. J. BARTLETT, Winnipeg, Man.
Executive-Com—H. ALBERT, Winnipeg, Man.
S. W. McKINNON, Winnipeg, Man.
W. H. HEAD, Brandon, Man.

Ontario.—

Vice-Pres.—F. BANCROFT, Toronto, Ont.
Executive Com.—C. C. HAHN, Berlin, Ont.
J. BARNETT, Toronto, Ont.
PETER GRAY, Fort William, Ont.

Quebec.—

Vice-Pres.—GUS. FRANCQ, Montreal, Que.
Executive Com.—J. A. MASSE, Montreal, Que.
A. ANDERSON, Montreal, Que.
M. MOISAN, Quebec, Que.

Nova-Scotia.—

Vice-Pres.—JOHN T. JOY, Halifax, N. S.
Executive-Com.—JAS. FLANIGAN, Halifax, N. S.
P. RING, Halifax, N. S.
P. J. HALEY, Halifax, N.S.

The appointment of vice-presidents and executive committees for the province of New Brunswick and Prince Edward Island were referred to the general executive.

Mr. W. R. Trotter, Winnipeg, Man. was elected Fraternal Delegate to the American Federation of Labour.

It was decided that the next meeting of the Congress would be held at Halifax, N. S.

THE NATIONAL TRADES AND LABOUR CONGRESS OF CANADA—FIFTH ANNUAL CONVENTION.

THE fifth annual meeting of the National Trades and Labour Congress of Canada convened at Glace Bay, C. B., N. S., on Tuesday, September 10.

Addresses of welcome were presented by His Worship the Mayor of Glace Bay, who referred at some length to the industrial development of the locality, especially in coal mining, Cape Breton possessing one of the most extensive coal fields in the world and being the first place on the continent of America at which coal was discovered. The Grand Master and Grand Secretary of the Provincial Workmen's Association also extended a welcome to the delegates on behalf of the workmen of Cape Breton. To these and other addresses the President and Secretary of the Congress replied on behalf of the delegates.

The President announced the appointment of the committees as follows:—On Credentials and Resolutions, on President's Address, on Rules and Order, on the Executive Committee's Report, on Audit, on Ways and Means and on Thanks.

During the convention, the following additional committees of a special nature were appointed:—To meet a committee of the Provincial Workmen's Association with a view to affiliate that organization with the National Congress; to examine the Industrial Disputes Investigation Act and report thereon to the Congress.

In all 36 delegates were present at the convention 16 being from Montreal, Que., 17 from Quebec, Que., and 3 from St. John, N. B.

Mr. J. B. St. Laurent of Quebec acted as French Secretary during the sessions of the Congress.

Address of the President.

In the annual address of the president of the Congress reference was made to

the progress of the Congress during the past year, especially in Ontario and Quebec. The following unions were reported as having been formed during the year:—Cooks of Montreal; waitresses of Montreal; wire and metal lathers of Montreal; cigar makers of Marieville, Que.; civic employees of Montreal; hackmen of Montreal; carriage and wagon makers of Montreal; head waiters and stewards at Montreal, Toronto, Ottawa, Hamilton, Winnipeg, Victoria and Vancouver. In addition to these, a charter was issued to the street railway employees at Hamilton, Ont., and an attempt made to organize the printers of Montreal, Que. On the whole, the outlook for securing additional organizations was regarded as favourable. Reference was also made to the establishment, under the personal supervision of the president, of a weekly labour journal known as "Justice," published at Montreal in both languages. The maintenance of foreign organizations on British soil was deprecated and the action of the president in connection with his nomination as a candidate for St. Mary's Division of Montreal described.

The committee on the president's address endorsed the remarks set forth as above.

Report of the Executive Committee.

The executive committee referred in its report to the election of Mr. Médéric Martin for the St. Mary's Division of Montreal during the past year, the president of the Congress having withdrawn his candidature in favour of Mr. Martin. The usual annual interview of the executive with the Federal government was omitted during the past year, as it was felt that the funds of the congress would not justify the expenditure involved. In January, 1907, at the request of the Canadian Typographical Union of Ottawa, the secretary of the Congress met a committee of this organization in conference, with the result that an attempt was made later to establish a National Typographical Union in Montreal. In accordance with a resolution passed by the last convention of the Congress, the president, secretary and other members of the executive for Quebec had an interview with the Honourable the Minister of Public Works and Labour for the province, and presented a request that the government assist in the establishment of schools for workmen. It was reported that the deputation was cordially received and felt confident that as soon as workers show a more general interest in education of this character, assistance will be forthcoming from the department of education in Quebec. According also to a resolution passed last year, the National Hotel and Restaurant Employees affiliated with the National Congress called a convention of their craft at Montreal on April 21-22. Reference was also made in the report to the visit of the secretary of the Congress to Hamilton, for the purpose of organizing the Canadian Federation of Street Railway Employees National Union No. 2 of that city. The committee also referred to the establishment of a weekly labour paper "Justice" to advocate the cause of Canadian unionism. Copies of "Justice" were submitted to the delegates for consideration. Other events dealt with in the report were the visit to Canada of Mr. Keir Hardie, leader of the Independent Labour party in the British parliament, the increase in the amount of per capita tax paid in to the Congress, the number of charters issued, and thecoming into effect of the Industrial Disputes Investigation Act. The report of the executive concluded with an appeal to the convention to find ways and means to meet the need for additional organization.

Report of the Executive Committee for the Province of Quebec.

The executive committee for the Province of Quebec was unable, for reasons explained to the Congress, to extend its report to the whole of the province, but was obliged to confine itself to the city of Quebec, Que., and vicinity. In that district all of the workers, according to the report, are organized, the committee stating that the city of Quebec was the best organized city not only in Canada but on the American continent. Moreover by a system of co-operation, in the

form of joint committees among the trades all difficulties that may arise are settled by conciliation without sacrificing the interests of any one. Measures for improving the position of the Congress were submitted. No serious disputes, it was reported, occurred during the past year, owing to the prompt and energetic action of the joint committees above mentioned. Reference was also made to the appointment of a royal commission by the government of Quebec, one of the members of which is president of the Central National Council of Quebec, for the purpose of investigating the causes of industrial accidents in manufacturing establishments.

The committee expressed the hope that the workmen of Nova Scotia would affiliate with the Congress and co-operate with it in its struggle for the betterment of the workingmen. The report concluded by expressing the hope that the meeting at Glace Bay might result in cementing a lasting and indissoluble union between the Congress and the workmen of Nova Scotia.

Report of Treasurer.

Receipts during the year were reported as follows:—

Per capita tax	$ 501.93
Charters issued	80.00
Constitutions sold	3.75
Seals	2.00
Rituals	.50
Subscription to aid in organizing the Maple Leaf Association of Quebec	5.00
Subscription to aid in organizing the Union Nationale Sécourable et Protectrice des Journaliers de Québec	5.00
Total	$ 598.18

Expenses were as follows:—

General expenses amounted to	$ 198.53
Balance due to Treasurer from last year	57.43
Paid to Treasurer for his salary for present year	180.00
Total	$ 435.96
Total receipts	$ 598.18
Expenses	435.96
Balance on hand	$ 162.96

Report of Committee on Ways and Means.

The Committee on Ways and Means recommended that a special tax of five cents be levied in order to facilitate the work of organization. It also recommended that a more practical method of collection be adopted, by which not only the executives, but the unions as a whole, should pay the per capita tax. It recommended that the sum of $10.00 be paid to the French secretary for his work during the session. Reports of the proceedings of the convention were ordered to be printed as follows:—700 copies in French and 300 in English.

Amendments to the Constitution.

The following amendments to the contitution were recommended by the Committee on Rules and Order, and adopted by the Congress:—

Article IV. Section 2, requiring that the per capita tax be forwarded in two equal instalments, was struck out and replaced by the following;—

This per capita tax shall be forwarded to the secretary-treasurer in four equal payments, and shall become due in January, April, July and October of each year.

Article IV. Section 3 was replaced by the following:—

All associations affiliated to this congress shall pay their per capita tax in advance for each term, and shall not be entitled to representation if all arrears are not paid.

The section previously read as follows:

All organizations which have not contributed to the income of the Congress during the last past year, and wishing to be represented by delegates at any annual session will be required to pay to the Secretary-Treasurer the amount of one-half year per capita in advance, the same to count as the instalment due and payable on the 12th of October ensuing.

Article V, section 1:—This clause now reads as follows:—

The officers of this Congress shall be a President, a Vice-President, a Vice-President for each province of the Dominion, a Secretary-Treasurer and an Assistant Secretary. When the Secretary-Treasurer is English-speaking, the assistant shall be French speaking, and vice versa.

There was previously no provision for an assistant secretary.

Article VI, section 1: — The words after "deliberative body" in the following were struck out:—

The President shall preside at all meetings of the Congress, and shall perform such other duties as are usually within the province of a presiding officer of a deliberative, and replace any one officer who is lacking in any body respect in his duty towards the organization.

Article VI, section 3: — Was amended to read as follows:—

SEC. 3.—The Secretary-Treasurer shall keep a correct account of the proceedings of the Congress, and shall, at the close of each session, prepare and have printed a report which shall contain a record of the business transacted. He shall have printed special blank forms, and shall forward them to each organization; he shall receive all moneys payable to the Congress, giving his receipt for the same, and shall expend it in payment of the just debts of the Congress; shall issue to all labor organizations in the Dominion, so far as he may be able, circulars notifying them of the session of the Congress, together with blank forms of credentials, at least eight weeks prior to the date on which it is to meet, and shall arrange for reduced railway fares for delegates and forward to all whose election he may have notification the certificates which will enable them to obtain the same; he must also give a report financial and otherwise to the Executive of each Province where we are represented every three months.

The section did not contain previously the provision relating to the procuring and distributing of blank forms.

Article VI. Section 4 was amended to read as follows:—

The Executive Committee shall meet at the call of the President, and shall inform each organization of such meeting when requested, at such time and place as he may select, and shall act for the Congress during the intervals between its sessions; and shall have the prerogatives of a court when accusations are formulated against any officer, and shall decide on all appeals from organizations affiliated with the Congress, and shall watch the Provincial Legislatures and Dominion Parliament as to all measures and matters before those bodies which may specially affect the interest of labour, and shall, as far as possible, endeavour to further the legislation decided on by the Congress at each session, or such other legislation as shall by them be deemed advisable. They may appoint one or more of their members, if the revenue of the Congress will permit, to attend the Provincial Legislatures or Dominion Parliament, and press for legislation in the interests of wage-earners, or act in conjunction with the delegates of any other organization to that end.

The executive was not previously required to notify the organization of meetings nor did it possess the prerogatives of a court as above conferred.

The order of proceeding was also somewhat changed.

Resolutions Adopted.

Provincial Workmen's Association:

The Congress passed a resolution thanking the members of the Provincial Workmen's Association at Glace Bay, C. B., for the reception accorded the delegates, and especially emphasizing the demonstration of Sept. 10. The resolution expressed the hope of the delegates that they might be enabled to reciprocate in kind if the P. W. A., would send delegates at the next meeting of the Congress at Quebec.

The followng resolutions were also passed by the Congress:—

Education:

That owing to the increasing cost in procuring education for the children of the workingmen of Canada the government be requested to introduce legislation establishing free and compulsory education.

That the Congress do petition the government to enact a law to give uniformity in our school books.

That the government be asked to increase the salaries of school masters and mistresses.

That the government be petitioned to impose a higher tariff on vehicles imported from the United States, these vehicles being sold in Canada to the detriment of our wagon builders. The present duty is 3 and 45 per cent., but by other means adopted, the vehicles are shipped to Canada in such a way that they pass our frontiers as raw material, the consequence being that the actual duty does not exceed 20 per cent.

Old Age Pensions:

That in the opinion of this Congress the time has arrived when the workmen of this country should be paid pensions in their old age, or when they become disabled. We hereby petition the Federal Government to establish a fund to be known as the "Old Age Pension Fund", to be used for workingmen who have passed their working days, or are no longer able to support themselves.

Oriental Immigration:

That the government be asked to increase the head tax from $500 to $1,000 on all Asiatics and other undesirable immigrants coming to Canada.

Department of Labour, Canada:

That the government be urged to separate the Department of Labour from the Post Office Department. This has become necessary in the opinion of this Congress owing to the great increase of business in the Department of Labour, and, further, a Minister of Labour, acting solely in that capacity would be in a better position to give greater attention to the demands of the workmen.

That the Honourable, the Minister of Labour be asked to appoint another local correspondent for his Department in the City of Montreal, the nominee to be a representative of the National movement, and a member of a union affiliated with this Congress.

Workmen's Compensation:

That the different provincial governments be asked to pass an act for compensation in andustrial accidents to workingmen in the discharge of their duties.

D. J. O'Donoghue:

Whereas it has pleased Almigty God in His infinite wisdom to remove to a higher sphere a man who has by his efforts and association endeared himself to every workingman in this Dominion who had the opportunity to know him. As a champion of labour rights, as a defender of the weak and oppressed, as a champion in the broad field of humanitarianism he may have had equals, but no superiors. We, the delegates, composing the National Trades and Labour Congress of Canada, assembled at its fifth annual convention, desire to express to the family of Daniel J. O'Donoghue our sorrow at their loss and ours. Lightly may the sod lay above him for his was a noble heart. He has left the world better for his having been in it, and he has left us a glorious example of true manhood.

Engineers' Certificates:

That this National Labour Congress recommends that the law in regard to the granting of masters' and engineers' certificates be more severe."

Union-made footwear:

That the Congress recommends that all the members of the National organizations and their friends shall purchase only shoes made in Canada, under National Union conditions, and that the government be asked to buy footwear for its employees from the same source.

Shipbuilding:

That the delegation authorized to interview the government be instructed to see that the following resolution, adopted at the last convention of this congress, be enforced:

Whereas this Congress considers it not only desirable but essential that Canada should have well equipped shipbuilding yards, so that she should not be dependent upon foreign or even British builders for the maintenance of her mercantile marine:

That proof of the decadence of this industry is furnished by the fact that while the water-borne commerce of the country during tne last thirty years has increased from $217,000,000 to $473,000, 000 the aggregate tonnage of vessels registered in Canada during the same period has decreased from 2,158,363 tons to 672,838 tons;

That the new vessels built in Canada during the year 1874 aggregated 190,756 tons, while last year the new tonnage only aggregated 18,554 tons, or less than one-tenth of the tonnage built thirty years ago;

That the foregoing statements prove that Canada is steadily losing control of her own carrying trade, and that her builders are unable to compete with the highly developed yards of other countries;

That nearly all other countries have found it necessary to grant financial aid to their own builders in order to secure a share of their own carrying trade, and that such aid has in most cases enabled them to build up well equiped shipbuilding plants that are now able to compete with foreign builders;

That an effort should now be made to resuscitate this industry, which would provide skilled labour for our artisans, keep in the country the enormous sums paid out in freights and enable Canada again to take her place as an important maritime power;

Therefore resolved, that we hereby urge the Dominion Government to take up this important question during the approaching session of Parliament, and grant such adequate bounty on tonnage launched in Canada during a term of years as would place our builders on an equality with thier competitors elsewhere.

Organization:

Whereas the report of the committee on Ways and Means of last convention, recommending that a referendum be asked from all unions affiliated with this Congress, with the object of ascertaining the general opinion on the question of imposing a special tax to establish a fund for the purpose of organization throughout the Dominion;

Whereas such referendum was not submitted to the unions as decided;

Be it resolved, that the secretary be instructed to submit the referendum to all the unions affiliated with the National Congress within thirty days of this date, and that the different unions be asked to furnish the secretary with a report of their decisions before the first of December, 1907. The executive shall then dispose of these reports in the general interests of the National unions.

Factory Inspection:

That the government of Quebec be asked to appoint more factory inspectors for the district of Montreal, the limited number of inspectors being unable to meet the demands of the public.

Treasurer's Guarantee:

That the treasurer be instructed to furnish an insurance guarantee to tne satisfaction of tne executive."

Fair Wages on Public Works, Canada:

That the thanks of this Congress are due, and are hereby tendered to the Honourable Rodolphe Lemieux, our worthy Minister of Labour, for his action in having passed through Council an Order dated August 30, 1907, concerning the enforcement of the Fair Wages resolution in public contracts; this being in accord with a resolution previously adopted by this Congress.

Union Label:

That this Congress adopt as its official label, to be known as the National Union Label, the one at present used by the Canadian Federation of Boot and Shoe Workers of Montreal.

That the use of the National label be granted to the Boot and Shoe Workers' Unions of Quebec, as some manufacturers of that city are desirous of adopting it on their goods, providing those manufacturers comply with the usual conditions laid down by this Congress in such cases.

Quebec Bridge Disaster:

That a committee be appointed to draft a suitable resolution of condolence to the families of the unfortunate victims who lost their lives in the recent Quebec bridge disaster.

Protection of Manufacturers:

That the government be requested to protect the manufacturers in cities against country ones who do not pay taxes.

Improvements at Levis:

That the government be asked to have deep sea quays and a larger dry-dock established at Levis, Que.

On report of a special committee resolutions of thanks were passed to a number of individuals and public bodies, including the mayor, councillors and citizens of the town of Glace Bay, N.S., for courtesies extended to the delegates; to the Dominion Coal Company for its invitation to visit its mines and other courtesies; to the warden of the County of Cape Breton; the mayor of Louisbourg; to the Grand Master and Grand Secretary of the Provincial Workmen's Association; to the press of Glace Bay and Sydney; to the Department of Labour, Canada, and the Department of Public Works and Labour Quebec, for sending officers to report proceedings of the congress; and to others.

Report of Special Committee to Confer with the Provincial Workmen's Association.

A special committee which was appointed to confer with the Provincial Workmen's Association submitted a re-

port. The committee stated that it had been asked by the officers of the Provincial Workmen's Association with regard to the aims and objects of the Congress, and had replied that the principal object of the Congress was to secure legislative enactments from the different legislatures of Canada that would be in the interests of the workmen; to ask for the repeal of objectionable laws and to secure such amendments to defective laws as to make them effective. The principal aim of the Congress was to centralize the forces of workingmen so as to strengthen and increase their influence and to bring public opinion in their favor. The officers of the P.W. A. regarded these aims and objects as stated to be in accordance with their own, and they assured the delegates they would be pleased to submit the question of affiliation at the meeting of the Grand Council to be held in the following week.

Election of Officers.

Officers for the year 1907-08, were elected as follows:

President.....GEORGE MAROIS, Quebec, Que.
Vice-President.....Wm. WANNOCOTT, St. John, N. B.
Secretary-Treasurer ....THOS. J. GRIFFITHS, Montreal, Que.
Assistant Secretary.....J. B. ST. LAURENT, Quebec, Que.

EXECUTIVES.

QUEBEC.

Vice-President.....GILBERT LECLERC, Montreal, Que.
Z. BERUBE, Quebec, Que.
C. DESROCHERS, Montreal, Que.
F. LAROCHE, Quebec, Que.

NEW BRUNSWICK.

Vice-Presidents.....HUGH BECK, St. John, N. B.
J. S. BROWN, St. John, N. B.
Wm. STEWART, St. John, N. B
GEO. HAY, St. John, N. B.
General Organizer.....THOS. J. GRIFFITHS, Montreal, Que.

The Executives of the other provinces will be appointed by the General Executive.

During the sessions of the Congress a demonstration in honour of the delegates was held by the citizens of Glace Bay on Labour Day. The delegates also visited the Phelan seam of Dominion No. 2 colliery at the invitation of the Dominion Coal Company. An excursion to Louisburg was later conducted for the entertainment of the delegates.

The next annual meeting of the Congress will be held at Quebec, Que., at a date to be fixed by the General Executive, to coincide with the celebration of the tercentenary of the foundation of that city.

THE CANADIAN MANUFACTURERS' ASSOCIATION—THIRTY-SIXTH ANNUAL CONVENTION.

THE thirty-sixth annual convention of the Canadian Manufacturers' Association was held at Toronto, Ont., September 24-27. Upwards of 250 delegates were present from different sections of Canada.

President's Address.

The annual presidential address was delivered by Mr. Henry Cockshutt, of Brantford, on the opening day of the convention. After referring to the steady growth of Canadian industry during the past year, the president advocated a vigorous reforestation policy and the imposition of an export duty on pulp. Recent progress in the mining and fishing industries was also noted. Discussing the manufacturing industry, statistics were quoted at length to illustrate the marked expansion which has taken place during the last five years. It was stated, however, that the share of Canadian manufacturers in the Canadian market was relatively the same as in 1901. Additional protection was advocated as a means of increasing the exports of the country which have increased much less rapidly than imports, and of fortifying Canadian industries against foreign competition. Dealing with the question of the existing financial stringency, the president expressed the opinion that it did not point to any inherent weakness

in Canadian financial institutions. Over-development and a combination of other circumstances was, in the opinion of the president, the leading causes of the stringency. ' The immigration of skilled artisans on an extensive scale, and the establishment of a system of technical education was stated to be necessary in view of current conditions in the labour market. The recent increase in the number of industrial disputes was mentioned, and the association urged to devise means of reducing the number. In conclusion, the president drew attention to what he regarded as the inadequacy of present transportation facilities, and the tendency of railway companies to build new lines, instead of adding to the equipment of lines already in operation.

Financial Statement.

The total assets of the Association were estimated at $22,769.70, or $16,111,-42 in excess of the liabilities. Cash receipts during the year ended July 31, 1907, were $58,580.32, or $10,298.38 greater than the cash expenditures. The expense account totalled $18,375.77. The total income realized from "Industrial Canada" was $13,339.30, allowing a profit of $3,753.89. A deficit of $2,575.42 was incurred by the Insurance Department.

Membership.

Some 231 applications and 146 resignations were passed during the year, a net gain of 85. Additional care was taken during the year in selecting new members, so as to guard against the possible admission of men whose chief interests lie in pursuits other than manufacturing.

The total membership on July 31, 1907, was 2,189, distributed as follows:—

By Provinces.		By Branches.	
Ontario	1,287	Toronto	558
Quebec	576	Montreal	431
Nova Scotia	94	Quebec City	68
New Brunswick	44	Nova Scotia	94
P. E. Island	3	Manitoba	103
Manitoba	103	British Columbia	68
British Columbia	68	General	867
Alberta	13		
Saskatchewan	1		

Classified on the basis of fees paid, the figures are:—

Class A. (up to 50 hands, $10)	1,549
Class B. (up to 100 hands, $15)	101
Class C. (over 100 hands, $25)	362
Class D. (additional representatives, $10)	177

Reports of Standing Committees.

The following is a brief resumé of the reports of the various standing committees of the Association, as considered and adopted at the annual meeting.:—

Railway and transportation.—The report of the railway and transportation committee dealt at length with various matters of more or less technical interest of importance to members of the Association. Among the questions discussed were freight classification, reductions in classification, international rates, new schedules, uniformity in bills of lading, reciprocal demurrage, express companies' classification and rates, interswitching, rates to the northwest, joint tariffs, etc. With regard to railway equipment, the following statistics were given showing the expansion of transportation facilities in Canada during the past four years:—

RAILWAY MILEAGE AND EQUIPMENT IN CANADA.

Year.	Miles in Operation.	Locomotives, All kinds.	Freight Cars, including Cattle, Box, Refrigerator, Flat, Coal and Dump.
1903	18,988	2,587	80,252
1904	19,431	2,768	83,562
1905	20,487	2,906	86,296
1906	21,533	2,931	90,404

The committee was in constant communication with the Board of Railway Commissioners during the year. Resolutions were recommended by the committee and passed by the meeting, advocating the increasing of the membership of the Board of Railway Commissioners, and the specializing of the work of the commissioners; petitioning the commission to provide some plan of penalties against railway companies for failure to supply empty cars, to forward loaded cars, to secure prompt unloading, etc., and advocating the appointment of

independent weighers at the principal stations for the purpose of weighing carload traffic.

Parliamentary Committee.—A review of legislation considered by the Dominion and Provincial governments during the year affecting the interests of manufacturers was presented by the parliamentary committee. Among the subjects dealt with, were the eight-hour day bill; the Taxation of Commercial Travellers; the Stationary Engineers' Act; the Joint Stock Company Act and the Assessment Act of Ontario, and other legislation. No recommendations were made with respect to the Industrial Disputes Investigation Act, the committee pointing out that it applies to lines of business in which members of the Association are but indirectly interested. The amendment, through the instrumentality of the Department of Labour, of the Merchants' Shipping Act, of Great Britain, was commended; it was suggested that false representations tending to maintain a scarcity of labour in Canada should also be made punishable. Factory inspectors, according to the opinion of the committee, should be chosen outside the membership of any association of employers or of any labour union. With regard to the supply of labour in Canada, the following statement was made by the committee:—

> The scarcity of skilled labor continues to act as a serious obstacle to the natural expansion of Canadian industry. Development of all kinds is progressing at a rate which makes it difficult for manufacturers to keep pace with the swelling tide of orders. New factories are being erected. Old factories are being enlarged. In five years our output of manufactured goods has increased nearly 50 per cent. And yet, according to the blue books, our imports are growing more rapidly than ever before, while our exports for the four months ending July, have actually fallen behind. So far as machinery is concerned, Canada is well equipped to produce many millions of manufactured goods more than she is doing, but the wheels of industry are all too often left to rust in idleness, for no other reason than that it is impossible to procure skilled help to operate them.

A resolution was adopted requesting the Dominion government to encourage the immigration, not only of farm labourers, but of skilled mechanics. The case of the Metallic Roofing Company vs. the Sheet Metal Workers' Union was referred to at some length. A representative of the association's interests at Ottawa during the session of the Federal parliament, was appointed during the year.

Insurance.—The time of this committee was largely taken up during the year with the organization of mutual fire insurance companies, as provided at the last annual convention of the association. A full description was given of the committee's activities, which included a canvass of the members, with the result that all is now in readiness for the issuing of licenses. The department also examined 93 policies, inspected 38 risks and adjusted 7 losses. The total insurance, which has passed through the office since its inception in 1905, was estimated at $50,000,000. The extension and development of the department was resolved upon.

Commercial Intelligence.—A review of recent developments in the foreign trade of Canada, was presented by this committee. The appointment of additional Canadian trade agents in the West Indies was recommended. A list of foreign agents of Canadian firms was prepared and distributed to government officers operating in foreign territories. The establishment of a department for the collection of overdue accounts was advised. A resolution was passed against the adoption of the metric system of weights and measures until a report of a royal commission had been received and an international conference held between the English speaking nations on the subject.

Tariff Committee.—The revision of the tariff effected at the recent session of the Dominion parliament was discussed at some length, regret being expressed that the new tariff did not embody more of the recommendations made to the government by the association. A preferential tariff treaty with Australia was advocated.

"Industrial Canada" Committee.—The largest surplus in the history of the journal, namely, $2,853.89, was reported by the committee having the management of "Industrial Canada" in charge. The gross earnings of the journal are now slightly in excess of $1,000 per month. Owing to the increase in the wages of printers, which became effective in June, 1907, about $100 per month will be added to the cost of the journal.

Technical education Committee. — The action of the committee in requesting

the appointment of an expert commission by the Dominion government, to enquire into the needs of the country in the way of technical education, and to suggest means whereby these needs can be met, was described. Twenty-eight boards of trade co-operated with the committee in this connection, and a large amount of literature was distributad. A deputation representing the Canadian Manufacturers' Association and the Trades and Labour Congress of Canada waited during February upon the Honourable the Minister of Trade and Commerce and other members of the Cabinet, and met with a favourable reception. A series of illustrated lectures on the benefits of industrial training will be delivered under the auspices of the committee during the coming winter.

The British Office Committee.—The committee charged with making the necessary arrangements for the opening of an office in Great Britain reported that 26 applications had been considered from parties wishing to act as the association's British representative. The appointment, however, was deferred, and that of a special labour agent made instead. That officer subsequently came to Canada and personally visited a number of centres, in order to acquaint himself with the conditions surrounding employment. A scale of charges was adopted for securing help for members. Seventy applications for help had been received at the London office from 61 different members of the association, calling for 838 workpeople. Included among the latter were 136 weavers and spinners, 75 cigar makers, 75 labourers and 62 handy men. Up to September 1, 430 hands had been engaged by the London office. Twelve cases occurred where employees failed to report at destination. In the case of desirable artisans for whom no vacancies occurred among the lists supplied by employers, an arrangement was concluded by which mention of these cases is made in the association's official organ.

Other Resolutions.

Other resulutions passed were as follows:—

THE WOOLLEN INDUSTRY.

Whereas, It has been brought home to the members of the Canadian Manufacturers' Association that some important branches of the woolen industry of the Dominion have languished during the past ten years, throwing many hundreds of workpeople out of employment, closing up many factories and causing serious loss of invested capital:

And Whereas, The recently enacted tariff has failed to adequately provide for the protection and development of these industries;

Be it Resolved, That it is the opinion of this asociation in annual meeting assembled, that the Government of Canada should take immediate steps to fully investigate the needs of these industries, and to adopt such tariff measures as will again enable them to develop satisfactorily, and to compete on a fair basis with the products of other countries where the scale of wages and the standard of living are far below of our workpeople.

And be it further Resolved, That the tariff Committee and the Executive Council be hereby instructed to cooperate in every possible way with the woolen section in properly presenting the case to the Government for attention.

THE ASIATIC PROBLEM.

Whereas, There can be no doubt that it is the desire of all intelligent people in Canada, that we should build up a trans-Pacific trade with Asia, from the results of which all parts of Canada, and especially British Columbia, would greatly benefit;

And Whereas, It cannot be doubted that the existence of the present treaty, favourable as it is in many respects to Canada, has already done a great deal towards the development of trade with Japan, and that the abrogation of the treaty would not only be disastrous, so far as the existing trade is itself concerned, but all hope of future extended relations with Japan would have to be abandoned.

Be it Resolved. That we do urgently recommend that the Dominion Government, while giving due consideration to all interests in Canada, should take no hurried action toward the abrogation of the treaty which stands to-day as a basis of the friendly alliance between Great Britain and Japan.

Officers, 1907-08.

The following officers were elected for the ensuing year:

President.—Hon. J. D. Rolland, Montreal.
Vice-president.—John Hendry, Hamilton.
Ontario vice-president.—R. Hobson, Hamilton.
Quebec vice-president.—D. L. McGibbon, Montreal.
Nova Scotia vice-president.—T. M. Cutler, Halifax.
British Columbia vice-president.—A. P. McLelland, Vancouver.
New Brunswick vice-president.—G. Macdonald, St. John.
Prince Edward Island vice-president.—F. E. Hazzard, Charlottetown.
Alberta and *Saskatchewan vice-president.*—A. G. Cross, Calgary.
Treasurer.—Goerge Booth, Toronto.
Secretary.—G. M. Murray, Toronto.

Notes.

During the sessions of the convention, several papers dealing with subjects of interest to the association were read. Among these were the following: The Progress of Canada in the Twentieth Century, by Mr. Archibald Blue, chief census officer of the Dominion; The Cost of Power as a Fixed Charge, by L. G.

Read, C. E., of Montreal, and Industrial Education, by James A. Emery, of New York.

At the annual banquet of the association, held on Sept. 26, addresses were delivered by the Rt. Hon. Sir Wilfrid Laurier, Prime Minister of Canada, the Hon. J. P. Whitney, Prime Minister of Ontario; Mr. G. T. Blackstock, and others.

THE TRADES UNION CONGRESS, GREAT BRITAIN, 1907.

THE Fortieth Annual Congress of the Trade Unions of the United Kingdom was held at Bath, September 2 to 7. The standing orders of the Congress provide that it shall consist only of representatives of Trade Unions who are actually working at their trades or are permanent paid officials of the Unions. Trade Unions may send one delegate for every 2,000 members or fraction thereof. Voting on important questions is by card, on the principle of one vote for every 1,000 members represented. The analysis into groups of trades given below shows the composition of the Congress, and the trade groups represented are compared with the corresponding figures for the Congress of 1906:—

Groups of Trades.	1906.			1997' .		
	No. of Organisations.	No. of Delegates.	No. of Members.	No. of Organisations.	No. of Delegates.	No. of Members.
Building	9	23	133,950	9	23	133,714
Mining and quarrying	12	100	442,431	11	111	476,279
Engineering	17	31	132,317	15	29	135,418
Shipbuilding (including boiler-making)	4	23	70,525	4	16	73,145
Other metal trades	19	36	61,093	19	38	68,975
Textiles	13	93	163,568	16	101	192,121
Clothing	8	25	55,506	8	23	49,901
Transport (land and sea)	15	48	137,092	17	53	164,111
Chemical, gas and general labourers	8	23	62,371	8	25	69,707
Printing, bookbinding, etc	12	21	52,714	13	21	55,774
Pottery and glass	7	8	6,335	4	5	5,659
Woodworking and furnishing, etc	8	11	29,324	9	12	31,743
Baking and cigar making	2	4	7,000	2	4	6,871
Enginemen	12	15	25,048	12	16	31,163
Post office employees	4	7	50,032	4	10	53,774
Miscellaneous	15	21	54,795	22	34	79,603
Total	165	489	1,484,101	173	521	1,627,958

Allowing for the number of distinct societies included in Federations and sending delegates of their own, members of about 236 separate Trade Unions attended Congress as delegates this year out of a total of 1,136 Unions in existence. The membership represented, however, comprised over 80 per cent. of the total membership of all Trade Unions.

Most of the groups of trades showed an increase in membership, especially the textile group, the mining group, the transport group and the miscellaneous group. In the Miscellaneous groups the increase is due to some extent to the establishment of new unions of women workers and of theatrical employees.

Among the principal industrial subjects on which the Congress passed resolutions were: Restriction of the hours of labour to eight per day for miners and workpeople generally; old age pensions; amendment of the Mines Regulation Act, the Factory and Workshop Acts, the Shop Hours Act and the Cheap Trains Act; certificates of competency for persons in charge of steam engines and boilers; improved housing of the working classes; the wages and general conditions of labour of Government workers, and of workers employed by contractors for the Government; representation of trade unions at Board of Trade and at coroners' inquests; the establishment of a legal minimum wage in selected trades; State help for blind workpeople; abolition of the premium bonus system; abolition of night work in bakeries; and free secondary education. A resolution in favour of compulsory arbitration in trade disputes was rejected by a majority of 660,000, and a resolution in favour of the introduction of a Bill to secure the reference of all disputes to a Conciliation Board, with power to arrange settlements subject to consent of both parties, was rejected by a majority of 85,000.

THE INSPECTION OF MEATS, CANADA—ENFORCEMENT OF THE MEAT AND CANNED FOODS ACT, 1907.

DURING the recent session of the Dominion Parliament, an Act was passed "respecting the Inspection of Meats and Canned Foods," which provided for the adoption of a system of inspection throughout Canada of the carcasses of animals slaughtered for food, and intended for export, and of all articles prepared for food and packed in cans or similar receptacles. Provision was also made for the appointment of inspectors, for the purpose of enforcing the law, under regulations to be issued under the Act. (*)

Regulations Issued.

The Act was brought into operation for the first time on September 3, 1907, regulations having been issued under date of August 21. The regulations in question, apply only to the inspection of meats, no steps having been taken as yet to bring into force the provisions which relate to fish, fruits and vegetables. The regulations are of an extended nature and provide for the thorough and minute inspection of all animals, carcasses or products therefrom, and of the establishments in which the food is prepared. Full details are set forth as to the methods of inspection to be followed, the condition of animals before slaughtering, sanitary arrangements in establishments, the stamping of approved carcasses and products, with the device "Canada, approved" the transportation of meats, etc., the whole being of a stringent character and thoroughly ensuring the wholesomeness and purity of all products which have passed the inspectors. In framing the regulations, the most careful consideration was given to all details affecting the meat trade of Canada, and a full discussion held with representatives of the various packing houses and transportation companies interested.

* For a review of the Act in further detail see the Labour Gazette for May 1907, p. 1251.

Appointment of Inspectors.

Under the section of the Act which deals with the appointment of inspectors, it is provided that no person shall be appointed to such office until he has passed an examination specified by the governor-in-council. As few of the veterinarians of the Dominion have had experience in meat inspection, it was decided to require a special course at Chicago of all applicants for a position as inspector. Some forty-one veterinary inspectors were recently appointed from among those who had taken this course, and had passed the required examination. One or more of these inspectors will be assigned to each meat packing establishment in Canada, and will remain the whole time on the premises during working hours, in order to have full supervision of the various operations carried on. It is probable that in addition to these veterinarians, ten or twelve lay inspectors will be selected on account of special qualifications, including experience in the various processes of packing and preserving meats for food purposes.

It was stated that the working of the act, up to the close of the month, had proved as satisfactory as could be expected in view of the large interests involved and the intimate manner in which they are affected by the legislation.

THE FUEL SUPPLY IN WESTERN CANADA—ACTION OF GOVERNMENT OF SASKATCHEWAN.

DURING the month of September, further action was taken by the government of the Province of Saskatchewan with the object of providing, in so far as possible, against the repetition, during the coming winter, of the scarcity of fuel which prevailed at many points in western Canada during the winter season of 1906-07. It will be remembered that some weeks ago a circular communication was addressed by the Hon. the Commissioner of Agriculture for the

province, to the various wholesale coal dealers throughout the west in order to ascertain whether it would be possible in any way to encourage the accumulation of stocks of fuel at an early period in the season, at a time when transportation facilities were at their best. (*) Replies have since been received to this communication from a number of large coal mining companies which supply most of the coal consumed in western Canada. With the view of giving full publicity to the arrangements that have been made as a result of the action of the government, the following statement, under the heading "Buy your coal now," was given during September to the various newspapers of the province for publication:—

During the last few months, the press throughout the West has endeavoured to point out that in order to avoid a repetition of the serious conditions that existed last last winter, the people should lay in ample supplies of coal before the season was so far advanced as to make the transportation of it difficult if not impossible, as was the case in certain periods during the winter of 1906-07.

The sales agents of the western mining companies have complained that the retailers on the different lines of railway in the western provinces could not be persuaded to place their orders for winter fuel, almost all of them preferring to wait until their customers were prepared to buy their fall and winter supplies. Some weeks ago publicity was given to a communication addressed by the Commissioner of Agriculture to the wholesale coal dealers who supply the greater portion of the coal used in this province, asking them what special concessions they were prepared to make, so that their agents in Saskatchewan might be induced to lay in stocks early in the season. At the time it was stated that the Alberta Railway and Irrigation Co., which sells the well-known Galt coal, mined at Lethbridge, had announced, as a result of a conference with the Commissioner of Agriculture, that they were prepared to supply coal to agents on very favourable terms. In fact they offered to ship the coal freight prepaid and to wait until December next for their money.

The Commissioner of Agriculture has since received replies from a number of other large coal companies, in which they have expressed their willingness to extend to the people practically the same terms so as to induce them to order coal early.

The Canadian Coal & Commission Co., of Brandon, who control the sales of Banff hard coal for the Kirkella line of the C.P.R., are asking their agents to place orders for coal on which neither the freight nor the purchase money will be due until October 15th. Whitmore Bros, Regina, who are general agents for Saskatchewan for the Banff hard coal, are giving their customers similar terms

The Canada West Coal & Coke Co. Ltd., of Taber, Alta., and their general sales manager, Mr. D. E. Adams of Winnipeg, are shipping their coal subject to similar terms; while the Reliance Coal Mining Co., Ltd., with mines at Taber are also stocking up their agents, and in some cases are asking payment for neither coal nor freight until the coal has been disposed of.

The above arrangement, it must be confessed, is in the nature of an encouragement of the credit system, which already has been the bane of the West; but the peculiar conditions existing this year amply justify the steps that have been taken on behalf of the people to obtain the concessions above mentioned from the several coal companies operating in the province. The severe experiences of Western people during last winter have established this fact beyond the probability of question, that the only reliable safeguard against a possible fuel shortage in the prairie country is that people should lay in their winter fuel supplies during the summer and autumn months. Even if the supply of coal obtainable were unlimited, the difficulties attending transportation during severe winter weather are great and at times almost unsurmountable, which renders an absolute reliance upon the prompt delivery of supplies during the winter months exceedingly risky; in fact such a proceeding would be better described as fool-hardy.

The situation at present is such that if the railway companies supply the required rolling stock, which they have promised to do, every facility is given to the people of Saskatchewan to purchase their winter's supply of fuel. Retailers throughout the province who have not ordered a sufficient supply of coal to meet the requirements of their customers should at once do so; and consumers will assist greatly in the movement if they will buy, if not all, at least a portion of the coal that they are likely to require, and by removing it from dealers' sheds provide space for further shipments. Moreover, dealers themselves may assist in the movement of coal by promptly unloading cars and thereby keep them in circulation.

The following are extracts, at greater length, from certain of the communications referred to in the foregoing:—

Extract from letter received from *The Canadian Coal and Commission Co., Brandon,* July 22nd, 1907:

"Your letter of the 18th to hand, also copy enclosed. In regard to it, we wish to say that we are the agents for the Banff hard coal for the Manitoba and Kirkella branch only.

The enclosed order blanks speak for themselves.

"We have been shipping as fast as possible since the first of May, paying the freight and also carrying the coal until October 15th. We have also a large quantity of coal at our docks in the south, and are in a better position than ever to look after the trade through Manitoba and Saskatchewan."

Copy of letter received from *The Reliance Coal Mining Co., Ltd., Taber, Alta.,* dated July 24th, 1907:

"We have your favour of the 20th instant, and may say in reply that we are doing all we can to ship as much coal as is possible. We have in some cases been advised by our Agents to cease shipments on account of lack of storing room. We have shipped some coal to agents, prepaid freight, and we are waiting until this coal is disposed of to receive our money; any way possible we intend to do all we can to supply our share of coal to the people of Alberta, Saskatchewan and Manitoba. Our mine is still young in the development stage. However we expect to be in a position to ship considerable coal this coming winter. We have an up-to-date plant, equipped with the latest screening devices and picking tables and of large capacity, and as soon as the development work, which we are prosecuting to the fullest extent has reached some proportions, we can then supply a large share of the fuel required in the West."

* A special article dealing with the action of the government in this connection and containing a copy of the circular referred to was published in the *Labour Gazette* for August, p. 208.

Copy of letter received from *The Canada West Coal & Coke Co., Ltd., Taber, Alta.*, dated July 27th, 1907:

"Answering your letter of the 20th instant in reference to having as much coal stored throughout the Province of Saskatchewan and adjoining provinces during the summer months as possible, will say that we are urging all our representatives to take on now all the coal they can possibly handle.

Whether we have another fuel shortage the coming winter such as we experienced last winter, largely rests with the public. If the public, so far as possible, will put in their supply early, the dealers will be better prepared to keep a supply on hand during the winter, but unless this is done, the end of the first cold snap this fall will find most dealers' sheds empty, with little possibility of their being again refilled during the winter.

To encourage dealers to fill their sheds and store all the coal they possibly can during the summer and to relieve them of the expense of carrying the stock until winter, we have arranged with our dealers to carry for them the freight charges as well as cost of coal until late fall.

This company is now getting out more coal daily than the mine has ever before produced, and we expect to more than double our present output before winter when we will have our new plant, equipped with the most improved mining machinery, in full operation.

We commend your action in putting this matter before the people early and reminding them of the seriousness of the situation."

Copy of letter from *The Canada West Coal* and *Coke Co., Ltd., Winnipeg*, dated July 31st, 1907:

Answering your letter of the 18th instant would say, that we are doing everything possible to induce dealers throughout the country to take in a supply of coal from our mines at Taber during the summer months. Up to the time your letter was received we had no special inducement to offer the dealers, such as one or two other mines were in a position to make, one concession being that we would allow the freight charges to remain unpaid till October or November 1st as well as the cost on coal on cars at the mines. We had been working on this question for some time, and only made arrangements with the railway company a few days ago.

We are now shipping out about 325 to 350 tons per day. The larger part of this is going to points in Saskatchewan, and wherever we are satisfied with the dealer financially we will ship coal and accept settlement Nov. 1st, for coal and freight.

Our Company is installing new plant and machinery which when completed, will enable us to load on cars at least 1,000 tons per day. I think these improvements will be completed by November, but we cannot, of course, expect to begin immediately loading that quantity. We hope to be able to load not less than 600 tons per day, which, with that mined by the Galt people, should go a very long way towards supplying the requirements of the people, if not being quite equal to the demand.

I might say that we do not find the dealers throughout the country to be any too anxious to lay in stocks, and we have to keep continually after them in that connection. We have pointed out to them that the indications are that coal supplies will be short when the cold weather comes around, and that the dealers in the country will have to assume the responsibility.

I might say further in regard to our offering to ship coal to the dealers and accepting settlement for same November 1st including freight charges, that it is not, in my opinion, good policy to do business in that way. It is quite impossible to buy coal in the eastern markets on such terms. In fact the only way hard and soft coal can be bought is for cash or thirty days, and all freight charges have to be paid by the dealer as soon as he receives the coal. You will therefore see that the dealers in the West have privileges that cannot be obtained in the east, and, in view of the continued growth of this country, it seems to me that the consumer must be educated to take in coal or at least a good portion of their requirements during the summer months. Of course some coal is taken in early in the season, but almost always on credit. This means that the producer has to carry the whole load as the dealer cannot pay or does not care to put up the money in view of the small margin they claim they make out of it. I do not know that I am called upon to make these remarks, but I thought possibly it would not do any harm and might be used by you to advantage generally.

As a result of this discussion of the question, the public has been rendered more alert and the railway companies has been induced to give their best attention to supplying the rolling stock necessary for the transportation of fuel. The government has received few complaints from shipping points in the province in regard to the question of fuel supply, and it is stated that if the weather during the coming winter proves at all normal, a repetition of the serious conditions of the previous season is highly improbable.

THE INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

BY a special act of the recent session of the Dominion parliament, a fund was established to provide for the payment of life allowances to retired employees of the Intercolonial and Prince Edward Island Railways.* Although arrangements in full detail looking to the organization of this fund had not been completed up to September, the following statement with regard to progress made has been supplied by courtesy of the Department of Railways and Canals, it being understood that the estimates given are approximate only.

The Board of Administration of the fund has been constituted, and meets on the first Wednesday of each month, the chairman being Mr. D. Pottinger, Manager of the government railways system. The other members are Mr. John H. Stewart and Mr. J. W. Nairn,

* Statutes of Canada, 1907, chap. 22. A review of this measure was published in the *Labour Gazette* for April, 1907, page 1118.

representing the employees, and Messrs. W. A. Dube and T. C. Burpee appointed from among the officers of the railways, Mr. W. C. Paver being acting secretary.

The number of employees paying into the fund, was about 7,300 in the closing week of August, and the average total monthly amount contributed by the employees during the four months ended July 31, was $7,500.

The number of employees who have applied and have been recommended to be retired as soon as possible after the coming into force of the act, is in all about 270. Of this number the papers of about 235 have been sent in, and the remaining ones are asking to have them sent in as soon as possible. At the meeting of the Provident Fund Board held during August it was decided to recommend 41 of the above applicants to the Honourable the Minister of Railways for retirement and to be placed on the Provident Fund. The other applications will be brought before the board from time to time as the papers are prepared.

FALSE REPRESENTATIONS TO INDUCE IMMIGRATION—AN APPEAL TO BRITISH AUTHORITIES.

ON June 27th last, the William Buck Stove Company, of Brantford, Ont., was charged before the police magistrate of that city with an infringement of the "Act Respecting False Representations to Induce or Deter Immigration" (4 and 5 Edward VII, Chap. 16; R. S. C., 1906), by inserting an advertisement in a Scottish newspaper for stove mounters and moulders for the Company, and declaring that there was no strike or trouble in connection with the said company, whereas it was contended that a strike existed in connection with the said company at the time the advertisement appeared.* The charge was preferred by a stove mounter previously in the employ of the Buck Stove Company who claimed to be on strike at the time of the action. The members of the firm and two stenographers testified that they had no knowledge of the advertisement, and that there had been no communication on the subject of the same between the firm and the secretary of the Manufacturers' Association, or the secretary of the Employers' Association. The case was accordingly dismissed.

Under date of August 9, Mr. J. G. O'Donoghue, solicitor for the Trades and Labour Congress of Canada, made representations to the Department of Labour to the effect that the case came within the scope of the Merchants Shipping Act of the United Kingdom, as amended in 1906 on representations made by the Dominion government through the Deputy Minister of Labour, the effect of such amendment being to make it a penal offence to induce emigration by misrepresentation. On behalf of the Trades and Labour Congress of Canada it was urged that, in view of the injury the workmen of Canada suffered from conduct of the kind set forth, the British authorities should take up the prosecution under the terms of the said act.

British Authorities Requested to Prosecute.

The Honourable the Minister of Labour, after due enquiry submitted a memorandum on the subject to His Excellency the Governor-General in Council, setting forth the circumstances and recommending that the Home authorities take action in the matter. The memorandum was considered by His Excellency in Council, and on September 7, was reported on as follows:

EXTRACT FROM A REPORT OF THE COMMITTEE OF THE PRIVY COUNCIL, APPROVED BY THE GOVERNOR-GENERAL ON THE 7TH SEPTEMBER, 1907.

On a memorandum, dated 30th August, 1907, from the Minister of Labour, representing that in the course of proceedings before the Police Magistrate

* A report of the proceedings in the Brantford Police Court was published in the *Labour Gazette* for July, 1907, page 111.

in the City of Brantford, on June 27th last, taken on behalf of the Stove Mounters' Local Union of Brantford against Mr. Charles N. Parker, as representing the Buck Stove Company of Brantford, under the "Act Respecting False Representations to Induce or Deter Immigration," (4 and 5 Edward VII; Chapter 16, R. S. C., 1906), it was shown that the following advertisement was printed on Saturday, May 11, 1907, in a newspaper called the Falkirk Herald, published in Scotland, viz.:

STOVE MOULDERS FOR CANADA.

have been commissioned by the Buck Stove Company of Canada to obtain 15 or 20 stove moulders accustomed to stove work, and 15 or 30 handy young fellows to learn stove mounting and polishing business. Moulders must be Union men. This is a Union shop. No strike, no trouble. Applicants must pay their own passage to Brantford. For further particulars send stamp. Alexander Caven, 75 Jamaica Street, Glasgow.

The Minister further represents that, as a strike of the class of workmen indicated was in progress in the establishment of the Buck Stove Company of Brantford at the time the said advertisement appeared in the Falkirk Herald, the publications of the said advertisement would appear to be a contravention either of the Canadian law respecting false representations to induce or deter immigration, or of clause 353 of the Merchants' Shipping Act, 1906, of Great Britain, which declares, "that if any person by any false representations, fraud, or false pretence induces or attemps to induce any person to emigrate or to engage steerage passage in any ship, he shall for each offence be liable on summary conviction to a fine not exceeding £50, or to imprisonment with or without hard labour for a period not exceeding three months."

The Minister states that it was contended for the defendant in the prosecution above named, that the advertisement above set forth was not inserted in the Falkirk Herald by authority of the Buck Stove Company, and that the said Company knew nothing of the said advertisement, or of Alexander Caven, the signatory to the said advertisement, despite the fact that the said Alexander Caven claims in the advertisement to have received authority from the Buck Stove Company to procure men for employment at its works at Brantford, and the prosecution entered against the said Charles M. Parker, as representing the Buck Stove Company failed on it being proved that the said Alexander Caven had no authority to act for the Company.

The Minister further states that the Trades and Labour Congress of Canada has made representations concerning this prosecution to the Department of Labour, and has requested that in the interests of the workingmen of Canada the attention of the Home Authorities should be called to the matter, also that the Home Authorities should be requested to prosecute the said Alexander Caven under the Merchants' Shipping Act.

The Committee, on the recommendation of the Minister of Labour, advise that the request of the Dominion Trades and Labour Congress be forwarded to the Right Honourable the Secretary of State for the Colonies, with a recommendation that the matter receive the careful consideration of His Majesty's Government.

All which is respectfully submitted for approval.

(Signed) RODOLPHE BOUDREAU,
Clerk of the Privy Council.

The above extract from the report of the Privy Council was accordingly on September 9, forwarded by the clerk of the Privy Council to His Excellency the Governor General to be then submitted to the colonial office.

IMMIGRATION AND COLONIZAION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

THE most recent official returns relating to immigration show a heavy increase in the number of European arrivals during the present season, as compared with that of 1906, with a slight falling off in the number of arrivals from the United States. The increase in the volume of the movement, as a whole up to July 31, was 32 per cent. There has been a considerable decrease in the number of homestead entries made during the present year. Land sales by private companies have also in some cases shown a falling off.

Recent Immigration Returns.

Immigration through ocean ports during July, 1907, declared for Canada, was as follows:—

IMMIGRATION THROUGH OCEAN PORTS DURING JULY, 1907.

	Male.	Female.	Children under 12.	Total.
Immigrants ...	11,481	4,695	4,410	20,946
Returned Canadians	1,067	302	108	1,477
Tourists.....	425	185	46	656
Totals	13,333	5,182	4,464	23,079

A summary of immigration proper through ocean ports, declared for Canada during April May, June and July, 1906-07., is as follows:—

IMMIGRATION BY OCEAN PORTS APRIL-JULY, 1906-07.

	Male.	Female.	Children under 12.	Total.
April.....	24,972	5,052	4,414	34,438
May.....	24,744	7,153	6,858	38,755
June.....	18,107	7,171	7,041	32,319
July.....	11,841	4,695	4,410	20,946
Totals.....	79,664	24,071	22,723	126,458
Corresponding mos. of 1906				86,638
Increase, 1907				39,820
Percentage of increase.....				46%

The following is a statement of immigration from the United States during April, May, June and July, 1907, compared with the corresponding period of 1906:—

IMMIGRATION FROM THE UNITED STATES, APRIL-JULY, 1906-07.

Through Montreal.....	April	140	
	May	70	
	June	77	
	July	93	380
Through Winnipeg and outports.....	April	8,966	
	May	6,254	
	June	4,625	
	July	4,703	24,548
Customs entries April to July.....			2,310
Total.....			27,238
Corresponding months of 1906			29,754
Decrease, 1907.....			2,516
Percentage of decrease.....			8%

The total immigration to Canada during April, May, June and July, 1907, compared with the corresponding months of 1906, was as follows:—

TOTAL IMMIGRATION TO CANADA, APRIL-JULY, 1906-07.

1907.		
Ocean ports.....	126,458	
From the United States.....	27,238	153,696
1906.		
Ocean ports.....	86,638	
From the United States.....	29,754	116,392
Increase, 1907.....		37,304
Percentage of increase.....		32%
Percentage of increase via ocean ports.....		46%
Percentage of decrease via U. S.		8%

British Emigration Returns.

During the month ended August 31, 1907, the number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING AUGUST, 1907-06.

Nationalities.		1906
English.....	8,438	9,005
Scotch.....	2,684	1,558
Irish.....	707	354
Total of British origin.....	11,829	10,917
Foreign.....	2,615	2,074
Total.....	14,444	12,991

During the eight months ended August 31, 1907, the total number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING EIGHT MONTHS ENDED AUG. 31.

Nationalities.	1907	1906
English	72,967	61,160
Scotch	25,366	15,485
Irish	4,855	2,639
Total of British origin	103,188	79,284
Foreign	12,623	12,375
Nationality not distinguished		21
Total	115,811	91,680

Homestead Entries During August, 1907.

The following statement shows the number of homestead entries made in August, 1907, compared with August, 1906:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF AUGUST, 1907, AS COMPARED WITH AUGUST, 1906.

Agency.	1907	1906	Increase.	Decrease
Battleford	449	593	.....	144
Brandon	6	21	.....	15
Calgary	95	128	.....	33
Dauphin	65	45	20	.....
Edmonton	431	439	.....	8
Estevan	65	192	.....	127
Humboldt	289	.....	289	.....
Kamloops	26	2	24	.....
Lethbridge	161	147	14	.....
Minnedosa	.....	15	.....	15
Moose Jaw	504	.....	504	.....
New Westminster	4	5	.....	1
Prince Albert	126	149	.....	23
Regina	180	1,007	.....	827
Red Deer	172	266	.....	94
Winnipeg	86	77	9	.....
Yorkton	155	302	.....	147
Total	2,814	3,388	860	1,434

It will be seen that there has been a net decrease in the number of homestead entries made in August, 1907, compared with August, 1906, of 574.

A statement of the homestead entries made during the first eight months of the present year compared with the corresponding period of the last calendar year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES, JANUARY–AUGUST, 1907–1906.

Month.	1907.	1906.	Increase.	Decrease.
January	1,111	1,903	.....	792
February	1,033	2,036	.....	1,003
March	1,589	4,018	.....	2,429
April	2,594	6,189	.....	3,595
May	3,253	4,583	.....	1,330
June	4,574	5,369	.....	795
July	3,690	4,174	.....	484
August	2,814	3,388	.....	574
Total	20,658	31,660	.....	11,002

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba Saskatchewan, Alberta and British Columbia, during the month of August, 1907, were as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING AUGUST, 1907.

Nationalities.	No. of Entries.
Canadians from Ontario	331
" Quebec	42
" Nova Scotia	22
" New Brunswick	12
" Prince Edward Island	7
" Manitoba	94
" Saskatchewan	157
" Alberta	37
" British Columbia, 10, Yukon 4	14
Persons who had previous entry	306
Newfoundlanders	3
Canadians returned from the United States	50
Americans	732
English	410
Scotch	82
Irish	35
French	27
Belgians	22
Swiss	4
Italians	2
Roumanians	5
Syrians	1
Germans	51
Austro-Hungarians	177
Hollanders	5
Danes (other than Icelanders)	7
Icelanders	11
Swedes	45
Norwegians	41
Russians (other than Mennonites and Doukhobors)	80
Mennonites	
Doukhobors	1
Chinese	
Japanese	1
Persians	
Australians	
New Zealanders	
Total	2,814

Representing 6,689 souls.

Lands Patented During August, 1907.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territories, issued from the Department of the Interior during the month of August, 1907, is as follows:—

LANDS PATENTED DURING AUGUST, 1907.

Nature of Grant.	August, 1907.	
	No. of Patents.	No. of Acres.
British Columbia Homesteads	12	1,676.50
British Columbia Sales	3	340.00
Coal Lands Sales	2	240.00
Homesteads	1,050	166,714.61
Military Homesteads	2	639.00
Mineral rights (160 acres)	1	
North-west Half-breed Grants	29	4,437.00
Quit Claim special grants		
Railways:		
Canadian Northern Ry	10	2,559.00
Can. Pac. Ry. Grants	1	415.00
Can. Pac. Ry. grants, Souris Branch		
Can. Pac. Ry. roadbed and station grounds	10	107.44
Manitoba and North-western R.		
Manitoba South-western Col. Ry. Co		
Qu'Appelle Long Lake and Sask Rd. and Steamboat Co		
Sales	62	4,688.89
School Lands sales	23	2,997.47
Special grants	9	128.91
Yukon Territory Sales	3	102.86
Totals	1,217	185,046.68

In August, 1906, the number of patents issued was 853, covering an area of 251,496.83 acres, showing an increase for the month of August of 364 in the number of patents issued, but a decrease of 66,450.15 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada North West Land Company, Limited during the month of August, 1907, compared with the sales in the corresponding month of 1906, and also of the sales from the beginning of the calendar year to August 31, 1907, compared with the corresponding period of 1906:—

LAND SALES OF THE CANADA NORTH-WEST LAND COMPANY.

	Acres.	Price obtained.
August, 1907	765.85	$ 9,905.44
August, 1906	4,646.47	56,692.64
Decrease, 1907	3,880.62	46,787.20
From Jan. 1 to Aug. 31, 1907	14,320.57	162,505.72
From Jan. 1 to Aug. 31, 1906	51,510.91	495,534.73
Decrease, 1907	37,190.34	$333,029.01

Note.

It was reported that the *Salvation Army* would engage ten steamships for the transfer of immigrants from Great Britain to Canada during the season of 1908. It is expected that 25,000 immigrants will be brought in this way. The distribution of the immigrants will also be supervised by the Army, as in the past.

ORIENTAL IMMIGRATION.

A considerable number of immigrants from Oriental countries has reached the Pacific ports of Canada during the last few months, with the result that some friction has existed between the white race and the newcomers, culminating in a somewhat serious disturbance at Vancouver on September 7 and the few days immediately following. Some days prior to the date named, at Bellingham, a city in the neighbouring state of Washington, there had been an outbreak against Hindoo labourers who had been beaten and driven out of town, and this incident, is believed to have contributed to bring to a head the feeling in Vancouver. Mr. K. Ishie, Japanese Director of Trade and Commerce, who had arrived in Vancouver on the day of the disturbance, having proceeded there from Ottawa, where he had obtained several interviews with Sir Wilfrid Laurier, in the course of a telegram to Japanese Consul General Nosse of Ottawa relating to the disturbance, stated that Japanese property had been damaged to the following extent: "General stores, 13; hotels, 9; candy and confectionery shops, 7; bath houses, 2;

barber shops, 5; shoe makers, 2; banking office, 1; newspaper office, 1; employment office, 4; restaurant, 1; rice mill, 1; hatter's shop, 1; tailors, 2; watchmaker, 1. Of these 50 stores all the window and door glass was smashed. Two Japanese were wounded."

The following telegram was sent by the Premier of Canada to the Mayor of Vancouver in consequence of the disturbance:

OTTAWA, Sept. 9, 1907.

"His Excellency the Governor General has learned with the deepest regret of the indignities and cruelties which certain subjects of the Emperor of Japan, a friend and ally of His Majesty the King, have been the victims, and he hopes that peace will be promptly restored and all offenders punished."

(Sgd.) WILFRID LAURIER.

On Monday, September 9, the disturbance continued. The following telegram from Japanese Consul Norikana of Vancouver, to Consu General Nosse of Ottawa, relates to the events of the day:

"About 10.30 last night (Monday) the rioters set the Japanese primary school on fire, but the building was saved from destruction by the Japanese. I at once interviewed the Mayor at the police station and made demand to call out the militia whenever necessary."

On the same day twenty-four white men appeared in the police court in Vancouver to answer to charges of having been concerned in the disturbance, and one Japanese was charged with threatening to stab a white man. All the accused were remanded.

The following telegrams were subsequently exchanged between the Mayor of Vancouver and the Prime Minister, namely: From the Mayor of Vancouver to Sir Wilfrid Laurier, dated Sept. 11.

Nine hundred Hindoos arriving to-day by steamer Monteagle. Neither accommodation or employment for them, nor is it possible to house them under sanitary conditions. Shall we house them in drill hall at Dominion government's expense.

(Sgd.) A. BETHUNE, Mayor.

To this message, the Prime Minister sent the following reply:

"I have your telegram asking permission to house in drill shed at government's expense nine hundred Hindoos landed yesterday at Vancouver. I would understand from such request that these Hindoos are paupers, therefore liable to deportation. Minister of the Interior will send to-morrow special officer to deal with the question."

(Sgd.) WILFRID LAURIER.

In accordance with the promise of the Prime Minister, as set forth in the above telegram, Mr. W. D. Scott, Superintendent of the Department of Immigration, was sent to Vancouver to enquire into the subject.

On September 16 these additional telegrams passed between the Mayor of Vancouver and the Prime Minister:

From the Mayor of Vancouver to Sir Wilfrid Laurier:

"Hindoos not paupers, but health officers declare the situation serious from a sanitary standpoint. The drill hall is the only sanitary building available."

To this the Prime Minister replied as follows:

"I had understood from your telegram asking that the Hindoos be housed at the Government expense in the drill hall, that they were paupers. I am glad to hear that such is not the case. As I have already wired you a special officer is going west to investigate the matter."

The following telegram was also received by the Minister of the Interior from Dr. A. S. Munroe, immigration officer at Vancouver, in response to an enquiry as to the condition of the new arrivals mentioned in the dispatch from the Mayor of Vancouver, and as to the necessity for any deportations:

Hon. Frank Oliver,

"Hindoos ex Monteagle, subject to rigid physical examination. All old men and those physically unfit rejected and ordered deported, about twenty-five in all. About thirty-five detained for trachoma, some of whom will be deported. None destitute. Have in possession about twenty-five thousand dollars. No accomodation to be bought at any price, and Hindoos compelled to live in tents until they erect buildings, which they say they will do."

(Sgd.) A. S. MUNROE,

Victoria, Sept. 4.

The subject of the disturbance at Vancouver came up for discussion at the Trades and Labour Congress in annual convention, at Winnipeg, and a resolution was passed and a copy thereof forwarded to Sir Wilfrid Laurier by telegraph on September 18, which after setting forth at length the views of the Congress on the question of Japanese immigration, declared as follows:

"Therefore, be it resolved: (1) that we respectfully but firmly ask the abrogation of the treaty so far as Canada is concerned; (2) that as a necessary preliminary to that end the Dominion government be urged to immediately call upon the Imperial authorities to give the six months notice required to terminate the treaty with Japan; (3) that, pending the termination of the treaty, the Japanese

authorities be called upon to restrict the emigration of Japanese in accordance with the alleged convention that not more than 400 or 500 be allowed to come to Canada during any one year.

To the above telegram the Prime Minister sent the following reply under date of September 21:

"I have given due consideration to your request, that immediate steps be taken to terminate the treaty with Japan. I would observe that this treaty when brought into existence some fifteen years ago, did not apply to Canada, and that some years ago, in response to the repeated expressions of public opinion, and with a view of affording to Canadian producers an opportunity of taking their share of the growing Japanese trade, the Canadian Government became a party to this treaty, and that it was unanimously ratified by the Canadian Parliament. The treaty has proved of great advantage, as our trade with Japan under it has considerably increased. You base your appeal for denunciation of the treaty on the allegation that a crisis has arisen in British Columbia by reason of the unprecedented influx of Japanese. Whilst it is true that most regrettable incidents have lately occurred in Vancouver, there seems reason to doubt that the cause was the influx of Japanese, as I am in possession of a telegram from the Mayor of Vancouver, which has been rendered public, which expressly avers that the disturbances were directed against Asiatics generally, rather than against the Japanese. Under such circumstances any precipitate action might be regrettable, and before committing themselves to such a course the Government think they should carefully inquire into the causes which within the recent past have caused a greater influx to our shores than previously of Oriental people.

(Sgd.) WILFRID LAURIER."

Since the date of this telegram the Government has had under consideration the sending of a special envoy to the Orient.

RECENT INDUSTRIAL AGREEMENTS.

Rates of Pay and Rules Governing Services of Firemen, Central Division, C. P. R.

THE following rates of pay and rules for locomotive firemen on the Central Division of the C. P. R. System went into effect, by agreement, on July 1, 1907.

This is the first agreement of the kind made between the parties concerned, the firemen on this division having been previously grouped with the locomotive engineers in arrangements of this nature. The increased number of the employees affected is the cause of the adoption of the separate agreement.

ARTICLE 1.

Passenger trains, per 100 miles or per day of 10 hours. Overtime pro rata.

Consolidation Engines $3.05
Mogul, Atlantic, Pacific and ten-wheeler, 125% or over 2.90
Mogul, Atlantic, Pacific and ten-wheeler, less than 125% 2.70
All other engines 2.50

Freight, Mixed and Snow-plow trains, per 100 miles, or per day of 10 hours. Overtime pro rata.

Consolidation Engines $3.25
Mogul, Atlantic, Pacific and ten-wheeler, 150% or over 3.15
Mogul, Atlantic, Pacific and ten-wheeler, 125% or over 3.00
Mogul, Atlantic, Pacific and ten-wheeler, less than 125% 2.80
All other engines 2.60

Work trains, per 100 miles, or per day of 10 hours, Overtime pro rata.

Consolidation engines 3.00
Mogul, Atlantic, Pacific and ten-wheeler, 125% or over 2.75
Mogul, Atlantic, Pacific and ten-wheeler, less than 125% 2.55
All other engines 2.35

Ten-wheel engines, 150% or over, will be paid Consolidation Engine rates on passenger and work trains.

Switching, per day of 10 hours or less (in all yards at present established regularly assigned), classification of new yards to be determined by agreement.

All engines:
First-class yards $2.25
Second-class yards 2.15
Hostlers (regularly assigned), per day of 12 hours or less 2.90
Piloting, per 100 miles, or per day of 10 hours 3.75

Special services.—Deadheading on company's orders; 200 miles or less, minimum passenger rates actual mileage. distance in excess of 200 miles, half minimum passenger rates.

	Per hour.
Watching and caring for engines	25 cts.
While held for special services, if time lost (10 hours to be allowed per day of 24 hours)	25 cts.
Attending court on request of company, if time lost (10 hours to be allowed per day of 24 hours)	25 cts.

Light running with engine alone, or with water car, or with official car, will be paid through freight rates.

ARTICLE 2.

Road firemen making less than 100 miles will be paid for 100 miles, but will be liable for further service to the extent of 10 consecutive hours, at the rate of one hour for each ten miles.

Round trips, 100 miles or over, one way, will be paid for as separate runs.

Road firemen ordered for yard service only will be paid for not less than 5 hours at through freight rates for class of engine.

ARTICLE 3.

Overtime will be computed from 30 minutes before time engine is ordered for road until put in the hands of hostler or reported in roundhouse register.

ARTICLE 4.

Firemen hired will be placed on seniority list from date of starting. Men promoted to firing will be placed on seniority list on date of promotion.

ARTICLE 5.

Actual mileage will be paid for doubling. Firemen will be paid not less than 10 miles when ordered to double or at regular doubling points.

ARTICLE 6.

Firemen will be paid maximum through freight rates on rotary plows. Firemen ordered on pile-drivers will be paid minimum freight rates. Firemen in charge of dead engines will be paid minimum freight rates and overtime.

ARTICLE 7.

Firemen on snow-plow trains will be allowed mileage for plowing out sidetracks, with a minimum of one mile for each sidetrack plowed out.

ARTICLE 8.

When distance between roundhouse and train is one or more miles, firemen will be paid mileage therefor. Firemen required to run more than one mile off main line will be allowed mileage for same.

ARTICLE 9.

The time of work trains will count from the time engine is ordered for, 10 hours or less to be one day.

Firemen on work trains, when laid up at any other than regular roundhouse with regular shopmen, will be allowed one hour after laid up by conductor to do necessary work and get engines ready.

Firemen on work train service, when away from home terminal points, will be paid 100 miles for each day held for service, men to be notified on Saturday if required for the following day.

When work trains run 40 miles or more to or from work, mileage at through freight rates will be allowed, time so occupied not to be included in time paid for at work train rates. When mileage in work train service exceeds 10 miles an hour, mileage will be paid.

Firemen on work train service will be given opportunity for meals at reasonable hours. Firemen will be given transportation and allowed to go home for Sunday when such leave will not interfere with work trains.

Work trains will be manned by junior firemen unless senior firemen not assigned to time-table runs, apply.

Suitable sleeping accommodation will be provided for firemen on work trains.

Reasonable provision will be made for firemen on work trains to obtain meals.

ARTICLE 10.

Firemen held between terminals for work train service will be paid work train rate for time occupied in such service.

ARTICLE 11.

Road firemen will be paid for switching at terminals and turn-around points at through freight rates, except on specified runs and as otherwise provided for. Time to count from time engine is ordered for until switching is completed, each six minutes to count as one mile. Switching tickets to be certified to by conductor.

Trains required to switch (except on specified runs) other than picking up and setting out cars belonging to their train, will be paid through freight rates for the time so occupied, each six minutes to count as one mile.

ARTICLE 12.

Firemen called for duty and afterward cancelled or set back will be paid through freight minimum firemen's rate, minimum of 25 miles. If held over two and a half hours, firemen will be paid at rate of 10 miles per hour.

ARTICLE 13.

Firemen held away from home station for engines will be paid 10 miles per hour at minimum passenger firemen's rate for the last 10 hours, or portion thereof, in every 24 hours so held, less any mileage or time otherwise paid for during said 24 hours.

The company will arrange through freight crews to avoid, as far as possible, excessive lay-over at other than home terminals, 18 hours, excluding Sunday, however, not to be considered excessive.

ARTICLE 14.

Firemen will be allowed time for watching engines when no watchman is employed, but engineer and fireman will not both be paid for same time.

ARTICLE 15.

Firemen held off on Company's business will be paid schedule rates for mileage lost, and extra men will be paid a minimum of 100 miles for each day of 24 hours so held, and will be reimbursed expenses when away from home.

ARTICLE 16.

Time of firemen will be reported by engineers. Firemen's tickets not allowed will be promptly returned and reasons given therefor.

ARTICLE 17.

When a fireman is suspended or dismissed, he will be advised of reason for such action, and a full and impartial investigation will be held and fireman advised of decision within ten days. Fireman will be advised to be present at such investigation accompanied by another employee of his own selection, and will be permitted to hear evidence, and be given carbon copy of his evidence. Should the investigation prove him blameless, he will be reinstated and paid for time lost, one day for each consecutive 24 hours at through freight minimum firemen's rates. Any appeal from such decision must be made in writing by the fireman, through his locomotive foreman, within ten days after he has been advised of such decision.

ARTICLE 18.

Firemen will be on duty 45 minutes before departure of trains, and will sign appearance book.

Engines will be ready for trains fifteen minutes before departure time, 30 minutes to be allowed for making engine ready. Engines to be ready to go on passenger trains on arrival.

ARTICLE 19.

Firemen living within reasonable distance of terminal stations will be called.

Unless otherwise arranged, firemen on local passenger and mixed trains, which are not held for connections, due to leave between 8k. and 23k., will not be called, unless such trains are more than one hour late.

ARTICLE 20.

Firemen will not be required to leave terminals until they have had at least eight hours' rest, if requested, but such rest must be booked on arrival.

Engines may be laid up between terminals for firemen to obtain rest after they have been 15 hours on duty, upon advice to train despatcher.

ARTICLE 21.

The running of trains (except work) tender first in inclement weather, or after dark, will be discontinued, except in case of accident.

ARTICLE 22.

Coal will be broken to a reasonable size for road engines.

ARTICLE 23.

Engines will be supplied with coal, sand, water, oil, waste and grease supplies by engine house staff at terminals, but firemen will be responsible for seeing that engines are supplied.

Engines running through terminals where roundhouse staff is employed, whether on round trip or more than one section, will have coal shovelled ahead, and fire and ash pan cleaned by roundhouse staff, when necessary.

ARTICLE 24.

When a fireman's seniority entitles him to an engine or when an engine is sent to the shop for repairs, or is transferred, he will be assigned without delay to an engine suitable for his run, it being understood that he take the junior man's engine in the class of service to which his seniority entitles him.

ARTICLE 25.

Firemen on freight trains will be given reasonable time for meals between terminals on advising despatcher an hour in advance, time occupied to be deducted in computing overtime.

Firemen on yard engines will, when possible, be allowed one hour for meals between 11.45 and 14k. and between 23.45k. and 2k. without pay, and will not be compelled to remain off duty more than one hour at meal hours. If yard firemen are allowed off for meals, later than 13.15k. or 1.15k., they will be allowed 45 minutes for meals and will be paid for one hour.

Firemen on switch engines, when required to work overtime or double shift, will be allowed reasonable time for supper or breakfast.

ARTICLE 26.

Firemen called to do extra hostling will be paid for not less than 5 hours at regular hostler's rates. If on duty more than 5 hours, they will be paid for actual time at regular hostler's rates.

Hostlers will be given reasonable time for meals.

When two or more hostlers are employed at a station they will work alternate weeks, day and night.

Hostlers will do roundhouse and shop switching.

When firemen are used temporarily to relieve hostlers, the senior available freight firemen will be taken. Hostlers will be supplied from the engineers' and firemen's seniority list, seniority to have preference.

Positions of hostlers may be filled by hiring men for same, when such positions have been declined by men entitled to them on the division, provided they have had at least two years' experience as firemen, it being understood that men now in the service, as permanent hostlers, or that may hereafter be given such position, shall not be disturbed without their consent, providing their services are satisfactory.

ARTICLE 27.

Firemen transferred from one division to another, or from another railway, will rank as junior men respectively. Promoted engineers put back firing will have choice of runs according to seniority.

In case of reduction of staff, hired engineers will not be classed as firemen ahead of men who were firing or hostling at the time engineers were hired.

ARTICLE 28.

Firemen will be examined for promotion in their turn, and placed on seniority list on day of passing examination. They will be notified in writing of result of examination within thirty days. Firemen who have not been examined will retain their original seniority rights. In the event of a fireman failing to pass examination, he will be examined again within six months. In the meantime, he will be assigned to freight service, retaining his original seniority rights.

Firemen failing to pass second examination will be placed at foot of seniority list, or their services dispensed with at the option of the Company.

ARTICLE 29.

Engine cabs will be made comfortable. Engines will be furnished with seats and boxes suitable for storing clothing. Engines will be so maintained that excessive steam blowing will be obviated.

ARTICLE 30.

Firemen taken over with another road will hold their seniority rights with men on the division to which said road has been added, from date of entering service of such road.

Firemen employed by contractors will have no seniority standing. Firemen assigned by the Company to contractors' services will retain their seniority.

ARTICLE 31.

Firemen running spare will run first in first out.

ARTICLE 32.

Unassigned freight engines, available for service, will run, first in first out of shop.

Firemen will be assigned to engines in every class of service, except when engines are pooled, in which case firemen will run, first in first out.

If run around avoidably, firemen in unassigned freight service, will be entitled to 50 miles at minimum road rates.

ARTICLE 33.

Switch engines doing road work outside of regular terminals will be paid actual mileage or time for such work, such mileage being deducted from switching time.

ARTICLE 34.

On runs of 100 miles or more, firemen will be paid five miles for housing engines and five miles for taking engines out at points where men are required to do such work.

ARTICLE 35.

When firemen resign or are dismissed, they will be paid and given a service letter on request within reasonable time. When an offence is placed to the discredit of a fireman, he will be notified in writing of the same.

ARTICLE 36.

Firemen taking engines from one station to another will be furnished transportation to return home at once, and will not be expected to run out of any other than their home station, unless agreeable to them, or in case of emergency, in which case they will not be held for more than one round trip.

Firemen will not be run off sections they are assigned to, except in traffic emergency.

ARTICLE 37.

Any fireman being physically unfit for duty will report same on report book so that he may not be called. When he reports for duty, he will go on his assigned engine or in his turn.

ARTICLE 38.

Firemen assigned to regular runs of 100 miles or more, or to yard service, will not be considered on duty from time relieved at engine house until again required for their regular run or shift.

ARTICLE 39.

The number of freight firemen shall be regulated so that they shall make not less than 2,600 miles per month. Firemen may make reasonable monthly mileage in excess of 2,600 miles. but not more than 4,000 miles per month while firemen are wiping.

ARTICLE 40.

On regularly assigned way freight runs, 15 cents per 100 miles, or per 10-hour day, will be allowed in addition to through freight rates.

Firemen on trains required to load or unload way freight will be paid overtime at weigh freight rates for the time so occupied, but not in excess of way freight rates for full trip.

Firemen on assigned way freight runs may run around crews at terminals to catch assigned run.

ARTICLE 41.

Firemen detained two hours or more on their engines at terminals before commencement of trip will be paid for same at schedule rates, such time to be deducted when computing overtime.

ARTICLE 42.

Complaints made by engineers against firemen must be in writing.

ARTICLE 43.

If men are available, one fireman will be hired for every three promoted.

ARTICLE 44.

A seniority list of firemen will be posted in booking rooms on January 1st and July 1st of each year.

ARTICLE 45.

When yard engines are double crewed, firemen will work alternate weeks, day and night.

Firemen will be relieved of all cleaning of engines.

In addition to the above, the duties of firemen are defined in the agreement, and a number of local rules for the Central and Western divisions appended.

Agreement Between C. P. R. Co. and Coal Dock Employees at Fort William, Ont.

The following agreement went into effect on April 1, 1907:

Agreement entered into with the Canadian Pacific Railway Company, and the employees of the coal dock at Fort William, Ontario, represented herein by the undersigned employees, which agreement shall be in force until the first day of April, 1908.

In case of any disagreement between the said railway and the said employees with regard to men being as they think wrongly dismissed or other causes, the case shall be adjusted by the proper officials of the said railway company, and for the men by the parties whose signatures are set hereto, and it is distinctly understood that no strike shall take place by the said employees until the matter under dispute has been referred to arbitration.

That the railway company will not discriminate against the employment of union labor.

That time and a half shall be paid for all overtime worked on week days.

That time and a half shall be paid for unloading and loading coal, or operating machinery on legal holiadys, excepting Sundays, such legal holidays enumerated thus New Years Day, Good Friday, Empire Day, Dominion Day, Labor Day. Thanksgiving Day, Xmas Day.

That double time shall be paid for unloading and loading coal or operating machinery on Sunday.

That time and a half shall be paid for repair work on machinery on Sunday, but if specially called out it shall be understood that they be paid at not less than a maximum of five hours, but if any hours worked beyond this tne total time worked, shall count as per agreement, viz., time and a half.

That as far as praticable, men be not called on to work overtime more than four nights per week after 18k., and they be released from working overtime the fourth Tuesday of each month.

That the scale of wages as per schedule attached, shall be in force until April first 1908.

That when reductions in the staff are necessary, men who have others dependent on them shall be given preference of employement seniority and proficiency to govern.

That in case of a change of the rates of pay enumerated in the said schedule is required at the termination of this agreement either by the railway company, its heirs and assigns, or on behalf of the men, due notice of such change shall be served on either of the parties herein represented, not later than March first, 1908.

RATES FORT WILLIAM COAL DOCK STAFF, FROM APRIL 1st, 1907, TO APRIL 1st, 1908.

Mead Towers.	From 7 to 18k.	After 18k.
Operators, 4 men and 1 spare man	$.30 per hour.	$.45 per hour.
Trolleymen, 4 men	.25 "	.37½ "
Firemen, 4 men	.22½ "	33½ "
Bridge Engineers, 2 men	.25 "	.37½ "
Engineers Hard Coal Pick up	.30 "	.45 "
Engineer Box Car Loader	.27½ "	.41 "
Fireman Box Car Loader	.22½ "	.33½ "
Engineer Power House	.27½ "	.41 "
Blacksmith	.30 "	.45 "
Blacksmith helper	.22½ "	.33½ "
Carpenter	.27½ "	.41 "
Cablemen	.22½ "	.33½ "
Men working in hold vessels	.30 "	.45 "
Men trimming cars during mos. of navigation	.27½ "	.41 "
Men loading cars	.25 "	.37½ "
Watchman at towers	.20 per hour,	11 hrs. p. day.
Watchman at Power House	.20 "	11 "

Agreement in the Printing Trades, Guelph, Ont.

The following is a specimen copy of an agreement signed by the employing printers of Guelph, Ont., and the Local Typographical Union, during September, to take effect Oct. 1, 1907:

THIS AGREEMENT made this.....day of..... 1907, to hold good until September 30, 1910, between .....of the First Part and GUELPH TYPOGRAPHICAL UNION, No. 391, of the second Part:

WITNESSETH, that Party of the First Part, hereby covenants and agrees that he will employ in the mechanical departments of his business none but members of the International Typographical Union of America; that a minimum wage of eleven dollars and fifty cents ($11.50) be paid to book and job compositors, advertisement compositors and floormen, from October 1st, 1907, to September 30th, 1908; of twelve dollars ($12.00) from October 1st, 1908, to September 30th, 1909; and of thirteen dollars ($13.00) from October 1st, 1909, to September 30th, 1910; that twelve dollars and fifty cents ($12.50) be paid to machine operators, from October 1st, 1907, to September 30th, 1908; of thirteen dollars ($13).00 from October 1st, 1908, to September 30th, 1909; of fourteen dollars ($14.00) from October 1st, 1909, to September 30th, 1910; per week of forty-eignt hours, i. e., eight hours per day.

And he furtner agrees tnat overtime shall be paid at the rate of time and one-half time, and that holidays be paid at the rate of double time.

And he do furtner agree tnat he will engage no more than one apprentice to each four journeymen, and tnat he will use the trade label of the said International Typographical Union of America, and furnish the same on all work requiring it, the cuts of tne said trade label to be and remain tne property of Guelph Typographical Union, No. 391, and subject to recall by them at any time.

And tne said Party of the First Part and the said Party of tne Second Part jointly agree that any differences arising between them shall be submitted to a Board of Arbitration, consisting of one representative of the Party of the First Part, and one representative of the Party of tne Second Party, and the then Mayor of the City of Guelph, provided, that the said Mayor is satisfactory to both parties; or a third person satisfactory to both parties, and abide by the dicision of the said Board of Arbitration.

Signed.

Agreement Between Western Fuel Co., Nanaimo, B. C., and Employees.

The following agreement was entered into on September 29 between the Western Fuel Company, Nanaimo, B. C., and its employees. The agreement will govern conditions in the mines for two years from Oct. 1, 1907.

The main points of difference between the new agreement and the old one are that the men are given free transportation to and from Protection; and the 10 per cent. bonus, which they have been receiving for some time is made a permanent thing for the next two years. In the following table the ten per cent. advance is not added.

MEMORANDUM OF AGREEMENT entered into this thirtieth day of September, A. D., 1907.

Between:

THE WESTERN FUEL COMPANY, hereinafter called "The Company," of the First Part.

And:

THE EMPLOYEES of the Western Fuel Company, represented by a committee of five elected at a duly called mass meeting held August 24th, 1907, hereinafter called "The Men", of the Second Part.

WITNESSETH.—That for and in consideration of the several conditions hereinafter mentioned, and the mutual advantages of the parties it is agreed by and between the parties hereto as follows:—

FIRST.—The rates, terms and conditions in effect at both Number One and Northfield Mines, during the month of September, 1907, shall continue in effect during the term of this agreement, except as hereinafter provided.

SECOND.—The Company agrees to continue the payment of the present bonus of ten per cent.

THIRD.—The Company will absorb the expense of operating the Protection ferry.

FOURTH.—The system of dockage inspection as practised at both Number One and Northfield Mines shall be continued with penalties for refuse matter as follows:—

No. 1 Mine:

Up to and including 50 lbs. of refuse per car, double dockage; over 70 lbs. and including 100 lbs. of refuse per car, confiscation of car; over 100 lbs. of refuse per car, dismissal after investigation.

Provided, that any party dismissed may have right of appeal to the Superintendent of Mines, whose decision shall be final.

FIFTH.—The Company agree to a minimum rate of three dollars ($3) per shift for miners in the lower seam workings of Number One and Northfield Mines.

It being understood that the Superintendent of Mines shall be the judge as to the ability of the party to earn such minimum.

SIXTH.—The Company agrees that when a miner is taken from the face to perform day work he shall receive the miner's day rate.

SEVENTH.—The schedule for loading coal to be as follows:—

Upper seam, 30 cents per ton.

Lower seam, 35 cents per ton.

And for using buggies and loading roads:

At No. 1 Mine:

First 75 feet from dump to face line of 5 cents per ton additional.

Second 75 feet from dump to face line, 10 cents per ton additional.

At Northfield Mine:

First 50 feet from dump to face line, 5 cents per ton additional.

Second 50 feet from dump to face line, 10 cents per ton additional.

Third 50 feet from dump to face line, 15 cents per ton additional.

EIGHT.—The schedule for rock in coal of upper seam to be as follows:

When Rock is 1 foot thick, $1.00 per yard.

When Rock is 2 feet thick, $2.40 per yard.

When Rock is 3 feet thick, $4.00 per yard.

Above schedule applies only to solid work with stalls 21 feet to 27 feet wide. Skipping pillars take one-half these rates.

NINTH.—The schedule for timbers to be as follows:

Stringers:
50 cents each when 8 feet long and under.
$1.00 each when over 8 feet long.

Sets:
$1.50 each for 9 feet collars.
$2.00 each for 11 feet 4 inch collars.

TENTH.—The mining yardage, and day rates for No. 1 Mine shall be as shown on schedule A, hereto attached, and which schedule is made part of this agreement.

ELEVENTH.—The mining yardage and day rates for Northfield Mine shall be as shown on schedule B. hereto attached, and which schedule is made part of this agreement.

TWELFTH.—The Company agrees to meet the Committee of Five, or a sub-committee thereof, on matters relating to this agreement or any new matter changing the status thereof.

Any vacancy on the Committee of Five to be filled at a duly called mass meeting of the underground employees of the company, or by a pit head ballot at the mine from which the vacancy exists.

The Committee of Five to have the handling of the check-weighman's and gas committee funds.

THIRTEENTH.—The terms and duration of this agreement shall be for a period of two years, beginning October 1st, 1907, and terminating September 30th, 1909.

FOURTEENTH.—It is agreed to by the Committee that all Employees working for the Company during the month of September, 1907, and who continue to work for the Company after the execution of the agreement shall by such action be understood as agreeing to and endorsing the terms and conditions of this agreement.

All new men accepting employment after October 1st, 1907, shall endorse this agreement by their signatures in a book containing a copy of this agreement and kept in the Company's office.

FIFTEENTH.—This agreement to be effective shall bear the signature of the Manager and Superintendent of Mines for the Company, and the Committee of Five for the men and the approval signature of the President of the Company.

SCHEDULE A.

Mining, Yardage and Day Rates.

No. 1 Mine.

MINING:

Upper Seam—68c per ton.
Lower Seam—80c per ton.

YARDAGE—Upper Seam:

Levels, $2.50 per yard and coal.
Cross Cuts, $2.00 per yard and coal.
Levels when less than one-half of height is in white rock, $7.50 per yard, coal to company.
Levels, when more than one-half of height is in white rock, $8.00 per yard, coal to company.

TURNING STALLS

5 yards long by 12 feet wide—$10.00 and coal.

DAY RATES:

Fire Boss	$3.25
Shotlighters	3.00
Bratticemen	2.60
Timbermen	3.00
Timbermens' helpers	2.60
Tracklayers	2.75
Tracklayers' helpers	2.60
Roadmen	2.60
Drivers—Boss	3.00
" —Double	2.75
" —Single	2.60
" —Boys	$1.50 to 2.25
Pushers	2.60

DAY RATES—Continued.

Linemen	3.00
Motormen	2.75
Motormens' assistants	$1.50 to 2.25
Engineers, diagonal slope	2.75
Engineers, endless rope	2.25
Winchers	$1.00 to 2.60
Rope inspector	3.00
Endless Ropes, boys	$1.25 to 1.75
Endless Ropes, men	$2.60 and 2.75
Rope Riders	$1.50 to 2.60
Door boys	1.00
Cagers	3.00
Cagers' assistants	2.60
Miners	3.00
Loaders	2.60
Machine Runners	$3.00, $3.25 3.50
Machine helpers	2.60
Drillers	$3.00, $3.25 3.50
Brushers	2.75
Muckers	2.60
Cogmen	2.60
Labourers	2.60
Pipemen	$2.60 and 3.00
Pumpmen	2.60
Stablemen	2.60

SCHEDULE B.

Mining Yardage and Day Rates.

Northfield Mine.

MINING:

Upper Seam—68c per ton.
Lower Seam—80c per ton.

YARDAGE—Upper Seam:

Same schedule as for No. 1 Mine.

TURNING STALLS:

Same schedule as for No. 1 Mine.

DAY RATES:

Fire Boss	$3.25
Shotlighters	3.00
Bratticemen	2.60
Timbermen	3.00
Timbermens' helpers	2.60
Tracklayers	2.75
Tracklayers' helpers	2.60
Roadmen	2.60
Drivers—Boss	3.00
" —Double	2.75
" —Single	2.60
" —Boys	$1.50 to 2.25
Pushers	2.60
Rope Inspector	3.00
Endless Ropes	$2.25 to 2.75
Winchers	$1.00 to 1.50
Door Boys	1.00
Cagers	2.75
Miners	3.00
Loaders	2.60
Machine runners	$3.00, $3.25 3.50
Machine helpers	2.60
Drillers	$3.00, $3.25 3.50
Brushers	2.75
Muckers	2.60
Cogmen	2.60
Labourers	2.60
Pipemen	$2.60 and 3.00
Pumpmen	2.60

Signed for the Company

THOS. R. STOCKETT, *Manager.*
THOS. GRAHAM, *Superintendent*

Signed for the Men.

DAVID ROGERS, jr, *Chairman.*
JAMES MILLER, *Secretary.*
THOMAS BOOKER,
JOHN CARR,
E. EDWARDS,

INDUSTRIAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1907.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employemnt and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 340 individual workpeople in Canada during the month of September, 1907, were reported to the Department of Labour. Of these, 96 were fatal and 244 resulted in serious injuries. In addition, five fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before September, 1907. The number of fatal accidents reported in September, 1907, was 70 less than the previous month and 6 more than in September, 1906.

Of 206 returns received during the month giving the ages of the victims of industrial accidents, 24 referred to persons under twenty-one years of age, 66 to persons between twenty-one and forty-five; 4 to persons over forty-five; 102 to persons over twenty-one years of age, whose exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING SEPTEMBER 1907, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed	Injured	Total.
Agriculture	22	36	58
Fishing and hunting	2	.....	2
Lumbering	7	10	17
Mining	16	27	43
Building trades	2	18	20
Metal trades	5	46	51
Woodworking trades	2	11	13
Printing trades	.....	1	1
Textile trades	.....	3	3
Food and tobacco preparation	.....	6	6
Leather trades	.....	1	1
Railway service	20	31	51
Navigation	11	10	21
General transport	4	16	20
Civic employees	2	1	3
Miscellaneous	1	10	11
Unskilled labour	2	17	19
Total	96	244	340

Nature of Fatalities and Accidents.

The only disaster of the month involving the loss of more than one life was the drowning, on September 19, of a mine manager, a prospector and three miners, forty miles below Hazleton on the Skeena river, B. C., by the capsizing of their canoe.

Record By Trades and Industries.

Agriculture.—There were 22 fatal and 36 non-fatal accidents reported in this industry during September, 1907, compared with 19 killed and 27 injured in the preceding month, and 17 killed and 22 injured in September, 1906. Five farmers met accidental deaths by falls, 4 by being struck by trains, 3 by runaways, 3 by live stock, 3 by being run over, and 1 each by an explosion, by drowning, by machinery and by being caught between a gate post and a wagon. Of the injuries, 16 were caused by machinery, 7 by falls, 4 by runaways, 3 by live stock, 3 by explosions, 2 by being run over and 1 by a collision with a street car.

Fishing and hunting.—During September, 1907, two fishermen were drowned by falling from their boats, one in Lake Winnipeg, Man., and one at Scattarie, N. S. There were no accidents in the previous month or in the corresponding month of 1906.

Lumbering.—Seven workmen in this group were killed in September and 10 injured, as against 5 killed and 8 injured in August, 1907, and 5 killed and 2 injured in September, 1906. Two of the fatalities were due to drowning, 2 to machinery, 2 to being struck by wood flying from saws, and 1 to a fall. Of the injuries 7 were due to machinery, 1 to a fall, 1 to falling material and 1 to wood projected from a saw.

Mining.—The record for September, 1907, among these workers was 16 killed and 27 injured, compared with 13 killed and 18 injured in August, and 10 killed and 11 injured in September of last year. Six of the fatalities were caused by drowning, 3 each by falls and explosions, 2 by being run over and one each to fall-

DEPARTMENT, OF LABOUR CANADA,
STATISTICAL TABLE SERIES F., No. 47.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1907.

Trade or Industry.	Locality.	Date.	No. Killed.	Cause of Fatality.
Agriculture—				
Farmer	Picton, Ont.	Sept. 16	1	While blasting in well.
"	Pierson, Man.	" 6	1	In runaway.
"	Thamesville, Ont.	" 12	1	Bursting of fly wheel of thresher.
"	Minto, Man.	" 5	1	Fell from wagon.
"	Cobourg, Ont.	" 15	1	In runaway.
"	St. Vincent, Ont.	" 12	1	Trampled to death by horse.
"	Parrsboro, N. S.	" 11	1	Fell from wagon.
"	Cloverdall, B. C.	" 3	1	Fell from load of hay.
"	King's County, N. B.	" 16	1	Found dead in field.
"	Cornwall, Ont.	" 1	1	Struck by train.
"	Burnside, Man.	" 18	1	Runover by loaded wagon.
"	Smith's Falls, Ont.	" 21	1	Gored by a bull.
"	Hespeler, Ont.	" 20	1	Struck by train.
"	East Selkirk, Man.	" 24	1	Gored by a bull.
"	Parry Sound, Ont.	" 24	1	Struck by train.
"	Kinmount, Ont.	" 6	1	Fell off load of hay.
"	Cobourg, Ont.	" 23	1	In a runaway.
"	Crowland, Ont.	" 27	1	Runover by threshing engine.
Thresher	Brantford Tp., Ont.	" 4	1	Traction engine fell on him.
Market gardner	Lambton Mills, Ont.	" 4	1	Caught between gate post and wagon.
Farmer's son	Lethbridge, Alta.	" 2	1	Drowned while trying to recover a boat that had drifted away.
Farmer's wife	Hespeler, Ont.	" 20	1	Struck by train at crossing.
Fishing and Hunting—				
Fisherman	Lake Winnipeg, Man.	" 6	1	Drowned, fell from boat.
"	Scaltarie, N. S.	" 10	1	Drowned, fell from boat.
Lumbering—				
Foreman	Prince Albert, Sask.	" 22	1	Fell 70 feet from water tower.
Saw mill hand	Millside, B. C.	" 4	1	Drowned, fell from scow he was loading.
"	East Templeton, Que.	" 8	1	Struck by wood flying from saw.
"	Sault Ste. Marie, Ont.	" 9	1	Caught in shaft.
"	Hawkesbury, Ont.	" 20	1	Struck by wood from saw.
"	St. George, N. B.	" 11	1	Caught in belt.
"	Dalhousie, N. B.	" 8	1	Drowned, fell from lumber barge.
Mining—				
Miner	Burgess, Ont.	" 9	1	Fell down shaft.
"	Ottawa, Ont.	" 3	1	Struck on head by stone from blast.
"	Cobalt, Ont.	" 9	1	Fell from bucket down shaft.
"	Sydney Mines, N. S.	" 11	1	Struck by falling rock.
"	Cobalt, Ont.	" 12	1	Struck by rock from blast.
"	Thetford Mine, Que.	" 11	1	Crushed between engine and door post.
"	Cobalt, Ont.	" 17	1	Fell 50 feet in shaft.
"	Beaverdam, B. C.	" 20	1	Drowned, canoe upset.
"	Coal Creek, B. C.	" 21	1	Premature blast.
"	Glace Bay, N. S.	" 18	1	Run over by trip.
"	Cumberland, B. C.	" 19	1	Caught in gear of electric pump.
Mine manager	Beaverdam, B. C.	" 20	0	Drowned, canoe upset.
"	Cobalt, Lake, Ont.	" 21	1	Drowned, canoe upset.
Building Trades—				
Bricklayer	Regina, Sask.	" 29	1	Fell 60 feet from scaffold.
Carpenter	Toronto, Ont.	" 30	1	Scaffold fell.
Metal, Engineering and Shipbuilding Trades—				
Lineman	Toronto, Ont.	" 18	1	Contact with live wire.
Electric Light tender	Niagara Falls, Ont.	" 14	1	By shock from switch.
Blacksmith	North Bay, Ont.	" 6	1	Run over by train.
Sheet metal worker	Toronto, Ont.	" 17	1	Crushed between bucket and wall of coal elevator.
Structural iron worker	Toronto, Ont.	" 30	1	Fell from shed, derrick fell on him.

Department, of Labour Canada,
Statistical Table Series F., No. 47.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1907.

Trade or Industry.	Locality.	Date.	No. Killed.	Cause of Fatality.
Woodworking and Furnishing Trades—				
Woodworker	Meaford, Ont.	Sept. 17	1	Head struck by fly wheel of engine.
"	Chatham, Ont.	" 30	1	Body caught between elevator floor and landing.
Railway Employees—				
Brakeman	Winona Junction, Ont.	" 1	1	Struck by engine.
"	Vermillion, Alta.	" 3	1	Run over by train.
"	Wyoming, Ont.	" 12	1	Run over by train.
"	Vaudreuil, Que.	" 18	1	In rear end collision
"	Winnipeg, Man.	" 17	1	Run over by train.
"	Herbert, Sask.	" 22	1	Run over by train.
Fireman	Plantagenet, Ont.	" 11	1	In head on collision.
"	Allandale, Ont.	" 30	1	In head on collision.
Sectionman	Birdsall, Ont.	" 24	1	Struck by train.
"	Toronto Junction, Ont.	" 19	1	Run over by train.
Yardman	Montreal, Que.	" 2	1	Steel rails fell on him.
"	Carleton Place, Ont.	"	1	Run over by train.
"	North Bay, Ont.	" 2	1	Run over by train.
Car shop hand	Winnipeg, Man.	" 8	1	Struck on head by crane.
"	Stratford, Ont.	" 18	1	Run over by engine.
Car inspector	Norwood, Ont.	" 19	1	Run over by car.
"	Sherbrooke, Que.	" 9	1	Struck by engine.
"	Sydney, N. S.	" 29	1	Caught between engine and train.
"	Fort William, Ont.	" 29	1	Run over by yard engine.
Navigation—				
Deck hand	Campbellton, N. B.	" 7	1	Drowned, fell from scow.
"	Walkerville, Ont.	" 16	1	Drowned, fell from boat.
Sailor	Montreal, Que.	" 29	1	Drowned.
"	Sorel, Que.	" 16	1	Drowned, fell over board.
"	Off Nova Scotia.	" 23	1	Drowned, swept over board.
Stevedore	Halifax, N. S.	" 4	1	Fell from boat to wharf breaking neck.
Fireman	Toronto, Ont.	" 2	1	Burned to death in S. S. Picton.
Longshoreman	Montreal, Que.	" 16	1	Struck by arm of crane.
"	Montreal, Que.	" 9	1	Fell into hold of vessel.
Mate	Driftwood Cove, Ont.	" 23	1	Drowned, boat capsized.
Captain	Cobalt Lake, Ont	" 21	1	Drowned, boat upset.
Civic Employees—				
City scavenger	Amprior, Ont.	" 3	1	Struck by train at crossing.
Civic employee	Niagara Falls, Ont.	" 15	1	Fell from pole.
General Transport—				
Hostler	East Toronto, Ont.	" 20	1	Gored by bull.
Electric car motorman	Ottawa, Ont.	" 29	1	In collision between two cars.
" conductor	Toronto, Ont.	" 30	1	Head struck passing car.
Stableman	Toronto, Ont.	" 30	1	Thrown when exercising a horse.
Miscellaneous—				
Grocer's clerk	Chaudière Curve, Que.	" 23	1	Drowned, boat laden with vegetables upset.
Unskilled Labour—				
Labourer	Regina, Sask.	" 18	1	Cave in of trench.
"	Walkerville, Ont.	" 20	1	Run over by train.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH BUT ONLY REPORTED TO THE DEPARTMENT IN SEPTEMBER.

Fisherman	Steveston, B. C.	Aug.	26	1	Drowned, fell out of boat.
Miner	Michel, B. C.	"	29	1	Struck by flying timber from blast.
Roperider	Fernie, B. C.	"	28	1	Fell in front of moving cars.
Conductor	Hamilton Siding, N. B.	"	31	1	Run over by train.
Sailor	Halifax, N. S.	"	31	1	Drowned, fell overboard.

ing material and machinery. Fifteen of the injuries were caused by explosions, 5 by falling material, 5 by cars and 2 by falls.

Building trades.—Two were killed and 18 injured in September, compared with 12 injured in August and 3 killed and 20 injured in September, 1906. Both the fatalities were due to falls. Eleven of the injuries were due to falls, 3 to explosions, 2 to machinery, 1 to tools, and 1 to falling material.

Metal, engineering and shipbuilding.—During September, there were 5 metal workers killed and 46 injured. In the previous month there were 69 killed and 64 injured, and in September, 1906, 3 killed and 35 injured. Two of the deaths were due to electric shock and 1 each to being run over by train, to being caught in an elevator and to a fall. Seventeen of the injuries were due to machinery, 9 to falling material, 9 to fall , 6 to molten metal, 3 to flying objects, 1 to tools and 1 to being struck by a derrick boom.

Woodworking.—A woodworker at Meaford, Ont., was killed by being struck on the head by the fly wheel of an engine, and another at Chatham, Ont., was caught between an elevator and the landing. There were 11 workmen seriously injured by machinery. In August, there were 1 killed and 13 injured, and in September of last year 11 injured.

Painting.—There was 1 minor accident in September, 1907, compared with 1 killed and 1 injured in the preceding month, and 1 injured in 1906.

Textile.—Three workmen were injured in September, the same number as in August and in September, 1906, there were 4 injured.

Food and tobacco preparation.—The record for September was 6 injuries, of which 3 were caused by machinery, 2 by falls and 1 by an explosion. In the previous month there were 1 killed and 8 injured, and in September, 1906, 4 injured.

Leather.—In September, a leather worker at London, Ont., had his hand badly crushed in a machine. There were no accidents in the preceding month. One workman was injured in September, 1906.

Railway service. — Twenty workmen killed and 31 injured was the record for September, 1907, compared with 33 killed and 42 injured in August, and 28 killed and 44 injured in September, 1906. Ten of the fatalities were due to the victims being run over by trains or portions thereof, 4 to being struck by engines, 3 to collisions, 2 to falling material, and 1 to being caught between cars. Of the injuries, 9 were due to falling material 5 to collisions, 5 to explosions, 3 each to falls, and 1 to being caught between cars. 2 each to being run over and being struck by cars, and 1 each to a derailment and to being struck by passing objects.

Navigation.—In this group 11 workmen were killed and 10 injured in September, compared with 9 killed and 3 injured in the previous month, and 4 killed and 5 injured in September, 1906. Seven of the accidental deaths were caused by drowning, 2 by falls, 1 by being burned, and 1 by being struck by the arm of a crane. Six of the injuries were caused by falls, 3 by explosions and 1 by machinery.

General transport.—Four deaths by accident occurred among these workmen during September, and 16 injuries. In August there were 6 killed and 20 injured, and in September, 1906, 7 killed and 11 injured. Two of the fatalities were due to live stock, 1 to a collision, and 1 to the head of the victim striking a passing object. Of the accidents, 7 were due to falls, 4 to collisions, 2 to being run over, 1 to live stock, 1 to being struck by an engine, and 1 to a runaway.

Civic employees.—Two civic employees were killed during September and 1 injured, compared with 1 killed and 8 injured in August, and 3 injured in September, 1906. One of the fatalities was caused by a fall and one by being struck by an engine. A meter reader at Toronto had his face and hands severely burned by an explosion of gasoline.

Miscellaneous.—In these trades there were 1 killed and 10 injured, compared with 6 killed and 21 injured in the preceding month, and 8 killed and 23 injured

in September of last year. A grocer's clerk was drowned at Chaudière Curve, Que., while crossing the river with a boat laden with vegetables. Nine of the accidents were due to machinery and 1 to a fall.

Unskilled labour. — A labourer was killed by a cave-in of a trench and another by being run over by a train. Seventeen labourers were injured. In August there were 2 killed and 18 injured, and in September, 1906, 4 killed and 12 injured. Of the 17 accidents, 4 were caused by the victims being struck by cars, 4 by falling material, 3 by machinery, 2 by the caving in of debris, and 1 each by a fall, by being caught between cars, by being caught in an elevator and by live stock.

TRADE DISPUTES DURING THE MONTH OF SEPTEMBER, 1907.

Although there was no decrease in the number of trade disputes in Canada during September, compared with the previous month, the loss to the community, measured by working days, was not so great. The most serious dispute of the month was a strike of coal miners at Springhill, N.S., which had begun on August 1, and continued throughout September. The effect of the prolonged stoppage of work at these mines was felt throughout the province in the diminished supply of coal.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during September was 25, one less than in the previous month, but a decrease of 4 compared with September, 1906. About 95 establishments and 3,880 employees were affected by these disputes, 18 firms and about 959 workpeople being involved in the disputes which began in September.

Loss of time in working days.—The loss of time to employees through trade disputes during September amounted approximately to 61,900 working days, compared with 99,860 in August and 97,140 in September, 1906.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workpeople affected in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Mining	1	325
Building trades	2	90
Metal trades	2	229
Textile trades	2	240
Clothing trades	1	75
Total	8	959

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of Canada:—

Province.	No. of Disputes.
Nova Scotia	2
Quebec	1
Ontario	3
Saskatchewan	1
Alberta	1
Total	8

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	4
For shorter hours (continuation of short day on Saturdays)	1
For recognition of union and employment of union foremen only	1
Against employment of non-unionists	1
Against conditions of employment	1
Total	8

Methods of settlement.—Out of the 25 trade disputes in existence during the month definite settlements were reached in 4 cases and in 4 others industrial conditions ceased to be affected, leaving 17 still in existence at the end of the month. Four of the disputes were settled through negotiations between the parties concerned. The remaining 4 ceased without any negotiations.

Results of disputes.—Of the 8 disputes that were terminated, the employers were successful in 3, the employees were successful in 1, and a compromise was reached in 2. In another, affecting a number of firms, the strikers were successful with respect to some of them, their places being filled in the case of others. Information with regard to the result of one dispute was not received at the Department.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during September, which commenced in previous months comprised strikes of coal miners at Springhill, N. S., garment workers at Montreal, Que., plumbers, electrical workers and machinists at Toronto, Ont. silver miners at Cobalt, Ont., and granite cutters, at Toronto, Ont., iron moulders at Vancouver, B.C., tailors at Winnipeg, Man., pulp and paper makers at Sturgeon Falls, Ont., carpenters, plumbers, stonemasons, bricklayers and labourers at Galt. Ont., telegraphers at Quebec, Montreal, Toronto, and Winnipeg, harness and collar makers at Peterborough, Ont., and cigarmakers at Montreal, Que. A brief account of these disputes is given below.

Strike of Coal Miners at Springhill, N. S.

A strike of coal miners at Springhill, N.S., which began on August 1, on account of the refusal of the Cumberland Coal and Railway Company to grant a demand for payment of 4 cents per inch per lineal yard for stone in pillar work, continued throughout the month, without a settlement. The number of men affected by this dispute was variously estimated, the Company stating that 82 were directly affected and 1,534 indirectly, all in the service of the Company as well as a large number employed by other companies and firms dependent directly or indirectly upon the Springhill mines. According to the employees there were 500 men directly affected by the dispute and 750 indirectly. It was reported that about 600 strikers had left Springhill to seek work elsewhere.

Strike of Garment Workers at Montreal, Que.

A strike of garment workers at Montreal, Que., which began on August 20, was terminated in all the shops but one on September 4. The object of the dispute was to obtain better conditions of employment. The principal demands made by the workpeople comprised abolition of the piecework system, payment of wages on a sliding scale basis, the wages to be made up by competent foremen, hours of labour to be 55 per week for men and 50 for women, and all work to be taken out of the hands of contractors. According to a report received from the Garment Workers' Union, there were at first 4 firms and about 400 employees affected by the dispute. A settlement was reached with one firm employing 60 male and 50 female workers, on August 24, but on August 29, the employees of another establishment, about 133 males and 125 female workers went out for the same reason. This firm, with two others, reached an agreement with the garment workers on September 4, by which the female employees began work at 7.30 instead of 7 a. m. and left at 5 minutes to 12 and 5 minutes to six, and the men worked from 7 a. m. to 12, and from 1 to 6 p. m. A week was to consist of five days and a half. The employees were given the choice of working by the week or by the piece.

Strike of Plumbers and Electrical Workers, at Toronto, Ont.

A strike of plumbers, which began at Toronto, Ont., on May 17, continued throughout the month. According to a report received from the Employers' Association, the cause of the dispute was a demand on the part of the men for recognition of their Union, a minimum wage of 45 cents an hour, limitation of

apprentices, requirement that apprentices should learn the trade in the City of Toronto, and restrictions of use of tools with regard to apprentices. The Employers' Association estimated that 40 firms and 450 men were affected by this dispute. Many of the strikers, however obtained work elsewhere, and many firms came to terms with the union. At the end of the month it was reported that only 6 important firms were still affected and that about 300 men had returned to work. No settlement was reported with regard to a strike of 25 electrical workers, who went out on July 20, in sympathy with the striking plumbers. Another strike of plumbers, to the number of 50, who stopped work on April 13, on account of the employment of non-unionists, also continued throughout the month.

Strike of Machinists at Toronto, Ont.

A strike of machinists which was declared at Toronto, Ont., on June 8, on account of the refusal of the employers to grant a demand for a reduction in working hours from 10 to 9 per day, with no change in wages, continued throughout the month. In a report received from the Employers' Association of Toronto, it was stated that a number of the repair and jobbing shops, employing probably 90 men conceded the 9 hour day, but the manufacturing firms, employing about 625 hands had all refused the demand. A number of the large manufacturing shops, working the ten-hour day, and employing about 500 hands, were not affected. According to information received from the Machinists' Union, 9 firms out of 25 had conceded their demand, leaving 16 firms and 400 men, still affected by the dispute, in October.

Strike of Telegraphers of the Great North Western Company.

No definite settlement was reached with regard to a strike of telegraphers of the Great North Western Telegraph Co., which began on August 13, on account of the refusal of the employees to receive messages from the United States pending a strike of telegraphers there. It was reported, however, by the Company, towards the end of the month, that all the places of the strikers were filled, and conditions ceased to be affected by the dispute. About 38 male and 37 female operators were affected by this dispute in the cities of Quebec, Montreal, Toronto and Winnipeg.

Dispute of Garment Workers at Winnipeg, Man

No settlement was reported with regard to a dispute of 37 garment workers at Winnipeg, Man., who had been paid off by the employers, and afterwards refused to return unless all were taken back together, their refusal being due, according to the Company, to a misapprehension as to cause of their discharge. In the course of September, the Company secured a number of new workpeople to fill the places of their former employees.

Other Disputes.

Although no definite settlement was reached with regard to the strike of *silver miners*, which began at Cobalt, Ont., on July 8, normal conditions were restored in the 30 mines originally affected by the dispute, in some cases through the demands of the men being conceded, and in others through their places being filled.

Though no definite settlement was reached in the case of a strike of *marble workers* at Toronto, who stopped work on May 29, on account of the employment of non-unionists, and of 40 *stone cutters* of the same firm who stopped work on July 3 on account of a dispute with regard to wages, the employees claimed that they had not made an agreement with another union in August and were no longer effected.

Conditions also ceased to be affected in the case of a strike of cigar-makers at Montreal, Que., who went out on July 31, on account of an objection to the tobacco used.

No settlement was reported in the strikes in building trades at Guelph, Ont., and granite cutters at Toronto, Ont., harness and collar makers at Peterborough, Ont., and pulp and paper makers at Sturgeon Falls, Ont.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C., No. 81.

TABLE OF TRADE DISPUTES DURING THE MONTH OF SEPTEMBER.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement	Date of termination	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males	Females	Males	Females			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Silver miners	Cobalt, Ont.	For higher wages and better conditions of employment	30*	.....	300	.....	.....	.....	July 8	.....	No settlement reported, but conditions ceased to be affected. Strikers successful in some mines.
Coal miners	Springhill, N. S	Demand for payment of 4 cents, per inch per lineal yard for stone in pillar work, claim disallowed by Conciliation Board	1	.....	500	.....	750	.....	Aug. 1	.....	No settlement reported at end of month, but many strikers sought work elsewhere.
Building Trades—											
Plumbers	Toronto, Ont.	Against employment of non-unionists	1	.....	50	.....	8	.....	Apr. 13	.....	No settlement reported at end of month.
"	Toronto, Ont.	Demand for increase in wages from 37½ to 45 cents per hour, apprentices from $6.50 to $8.50 per week, and closed shops	40	.....	250	.....	.....	.....	" 13	.....	No settlement reported at end of month, but all but six important shops had come to terms with Union.

*This represents the total number of mines effected at the beginning of the dispute, only a few were still effected at the beginning of September, but exact particulars were not available.

Carpenters, plumbers labourers	Galt, Ont.	Against employment of non-unionists	1		7			July	29		No settlement reported at end of month.
Stonemasons	Galt, Ont.	Against employment of non-union labourers	1		12			Aug.	23		No settlement reported at end of month.
Bricklayers and labourers	Galt, Ont.	Against employment of non-union carpenters	1		12			"	26		No settlement reported at end of month.
Granite cutters	Toronto, Ont.	Men alleged they had been brought in to work under misrepresentations	1		14			"	22		No settlement reported at end of month.
Metal Trades—											
Machinists	Toronto, Ont.	Demand for reduction in working hours from 10 to 9, with no change in wages	16		400			June	8		No settlement reported at end of month.
Iron moulders	Vancouver, B. C.	Demand for increase in wages from $3.75 to $4 per day, and reduction in working hours from 9 to 8			75			"	24		No settlement reported at end of month.
Electrical workers	Toronto, Ont.	In sympathy with striking plumbers	5		25			July	20		No settlement reported at end of month.
Clothing Trades—											
Garment workers	Montreal, Que.	Demand for abolition of piece-work system, wages to be paid on a sliding scale basis, and to be made up by competent foreman. Hours of labour to be 55 per week for men, and 50 for women. All work to be taken out of the hands of contractors	4		318	130	55	35	Aug.	24	Sept.	Settlements favourable to strikers reached with 3 firms on Sept. 4.
Tailors	Winnipeg, Man.	Employees paid off on account of stocktaking and dullness of trade, later refused to return unless all were taken back, reason for their discharge being misunderstood	1		37				"	17		Places of many of the old employees were filled.
Food and tobacco preparation—											
Cigarmakers	Montreal, Que.	Employer alleged that strikers objected to use of Canadian tobacco	1						July	31		No settlement reported, but conditions ceased to be affected.

TABLE OF TRADE DISPUTES DURING THE MONTH OF SEPTEMBER.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement	Date of termination	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males	Females	Males	Females			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Leather Trades—											
Harness and collar makers	Peterborough, Ont.	Demand for increase in wages, and recognition of union	1	.....	27	.....	.....	.....	Apr. 22	.....	No settlement reported at end of month.
Miscellaneous Trades											
Pulp and paper-makers	Sturgeon Falls, Ont	Against Sunday labour and for recognition of Union	1	.....	214	2	.....	.....	June 10	.....	No settlement reported at end of month, but places of many strikers were filled.
Telegraphers	Quebec and Montreal Que., Toronto, O., & Winnipeg, Man.	Refusal to receive messages from United States pending strike of telegraphers there	1	.....	38	37	.....	.....	Aug. 13	.....	No settlement reported, but conditions ceased to be affected.
DISPUTES WHICH BEGAN DURING THE MONTH.											
Mining—											
Coal boys	Westville, N. S.	Against termination of an arrangement for short working day on Saturdays	1	.....	325	.....	.....	.....	Sept. 21	Sept. 26	Work resumed on employers' terms.

Building Trades—												
Carpenters	Regina, Sask.	Demand for recognition of Union, and employment of none but union foremen	5		40				Sept.	23		No settlement reported at end of month.
Tunnel men	Windsor, Ont	For increase in wages from $3.00 to $3.50 per day	1		50				"	5		No settlement reported at end of month.
Metal Trades—												
Mechanics and helpers	Halifax, N. S.	For increase in wages; mechanics from $2.50 to $3.50; helpers from $1.80 to $2.50 per day	1		89		100		"	25		No settlement reported at end of month.
Tinsmiths	Calgary, Alra	Men stopped work pending adjustment of wages	1		40				"	2	" 10	Increase of 2½ per hour conced,
Textile Trades—												
Woolen mill hands	Almonte, Ont	Demand of warpers for increase in wages from $1.65 and $1.75 to $2 per day	1		5		200		"	13		No settlement reported at end of month.
Textile mill hands	Montmorency Falls, Que	Against conditions of employment	1			35			"	19	Sept. 23	Work resumed under new arrangement.
Clothing Trades—												
Tailors	Kingston, Ont	Against declaration of employers for open shops	7		25	50			"	23		No settlement reported at end of month.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; [illegible]ion, moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

New Disputes.

The new disputes of the month comprised strikes of coal boys at Westville, N. S., mechanics and helpers at Halifax, N. S., woolen mill hands at Almonte, Ont., textile mill hands at Montmorency Falls, Que., journeymen tailors at Kingston, Ont., tunnel men at Windsor, Ont., and carpenters at Regina, Sask.

Strike of Coal Boys at Westville, N. S.

On Saturday, September 21, the coal boys at the Acadia Colliery, Westville, N. S., caused a stoppage of operations, owing to a dispute about a short day on Saturdays. About two months ago, it was agreed by the management of the company and the employees that work would stop on Saturdays at two o'clock, p.m. at all the company's collieries during the summer months, or until September 21. During the week ending on that day, the Company posted up a notice calling off the agreement. The boys then interviewed the Manager, asking him if he would still continue to put on the riding rake at two o'clock on Saturday. The manager replied in the negtive, and the boys stopped work on that day. It was reported by the Company that on September 26 they resumed work without the concession being granted. According to the Company about 325 hands were affected by this dispute.

Strike of Mechanics and Helpers at Halifax, N. S.

On September 25, a strike of mechanics and helpers, employed by the Halifax Graving Dock Company, Limited, took place at Halifax, N. S. The cause of the dispute was the refusal of the Company to grant a demand for an increase in wages from $2.50 to $3.50 per day for mechanics, and from $1.80 to $2.50 per day for helpers. The strikers alleged that men had been imported from England to break their rules, and that they had learnt that they were working under the average wages of the trade. The strike affected contracts for repairs on two ships. The company claimed that they proposed to the men that they should return to work and refer matters in dispute to arbitration, but up to the close of the month this proposal had not been acted upon and the strike was still in existence. According to the Company, the dispute affected 89 men directly and 100 indirectly. In a report received from the Boilermakers' Union, to which the strikers belonged, it was stated that about 150 men were affected by the dispute.

Strike of Woolen Mill Hands at Almonte, Ont.

On September 13, the warpers employed by the Rosamond Woollen Company stopped work, on account of the refusal of their employers to grant a demand for an increase in wages from $1.65 and $1.75 to $2.00 per day. Although only 5 men were directly affected by the dispute, about 200 other factory hands were thrown out of work by it. Those employed in the worsted department of the mill, to the number of about 100, were the only ones who continued at work. No settlement of the dispute was effected in the course of the month.

Strike of Textile Mill Hands at Montmorency Falls, Que.

On September 19, a strike of 35 spoolers of the Dominion Textile Company took place at Montmorency Falls, Que., on account of dissatisfaction with the conditions of work. It was settled by negotiations between officers of the Textile Workers' Union, and the manager of the mill and work was resumed on September 23. The duty of the spoolers is to fill up spools with yarn from the bobbins, which they receive in boxes. The spoolers wanted 150 bobbins to the box. As it often happens that the bobbins are not full of yarn, it was agreed that the boxes should be measured by weight, instead of by the number of bobbins they contained and that a box of bobbins of one quality of yarn should weigh 26 pounds, and that boxes of other qualities should weigh 25½ pounds. The company at the same time conceded a demand for an increase in the wages of women workers in two other departments of the mill.

Strike of Tailors at Kingston, Ont.

On September 23, about 25 men and 50 women workers employed in 7 tailoring establishments declared a strike at Kingston, Ont., and continued out until the end of the month. On September 16, a committee representing the local union of Journeymen Tailors, to which the strikers belonged, had presented to their employers a new bill of prices, involving an increase in wages averaging about 15 per cent. An arrangement was then made for a joint meeting of committees representing both parties, but before taking up the new bill of prices at this meeting the employers produced a signed document that hereafter their workrooms would be open shops, and that they would reserve the right to employ whom they pleased. The employees' committee then reported this document to their Union, and a strike was declared against the 'open shop'.

Strike of Tunnel Men at Windsor, Ont.

On September 5, about 50 tunnel men employed in digging a tunnel under the Detroit River at Windsor, Ont., in connection the Michigan Central Railway went on strike. It was reported that the men had been getting $3.37 for an eight-hour day, but their wages were reduced to $3. The men then asked for $3.50 for an eight-hour day, and on being refused, they stopped work. No settlement of the dispute was reported during the month.

Strike of Tinsmiths at Calgary, Alta.

On September 2, about 40 tinsmiths employed on municipal work, declared a strike pending the adjustment of their wages scale. On September 10 work was resumed, an increase of 2½ cents an hour being conceded to them.

Strike of Carpenters at Regina, Sask.

On September 23, about 40 carpenters employed by 5 firms declared a strike at Regina, Sask., on account of the refusal of the employers to grant a demand for recognition of their union, and the employment of none but union foremen. No settlement of this dispute was reported during the month. The other building firms of Regina. to the number of 13, conceded the demand of their men without a strike.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of September and which have been reported to the Department:

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING SEPTEMBER, 1907.

The following is a list of contracts awarded by the Department of Railways and Canals and the Department of Public Works, Canada, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

EXTENSION to the shore from breakwater at Petit Rocher, N.B., name of contractor, S. McGregor, Dalhousie, N.B.; date of contract, September 4, 1907; amount of contract, $23,150.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Contractor's foreman carpenter	$2.00
Carpenters	1.50
Blacksmiths	1.75
Blacksmiths' helpers	1.25
Ordinary labourers	1.25
Driver with 1 horse and cart	2.00
Driver with 2 horses and wagon	3.00

Guard room, offices, store building, at Fort Osborne, Winnipeg, Man; name of

contractors, J. McDiarmid Co., Ltd; date of contract September 12, 1907; amount of contract, $25,475.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages Not less than:
Masons	$.55 per hour, 9 hrs. p. day.
Bricklayers	.55 " 9 "
Builders' labourers	.25 " 10 "
Stonecutters	.60 " 8 "
Carpenters	.35 " 9 "
Joiners	.35 " 9 "
Stair builders	.40 " 9 "
Plasters	.55 " 9 "
Lathers	.40 " 9 "
Plasterers' labourers	.25 " 10 "
Painters and glaziers	.30 " 9 "
Plumbers	.40 " 9 "
Steamfitters	.40 " 9 "
Tinsmiths	.39 " 9 "
Metal roofers	.39 " 9 "
Blacksmiths	.27½ " 9 "
Structural iron workers	.40 " 9 "
Ordinary labourers	.20 " 10 "
Driver, 1 horse and cart	.35 " 10 "
Driver, 2 horses and wagon	.50 " 10 "

Post office building at Westville, N.S.; name of contractor E. F. Munro, New Glascow, N. S., date of contract, September 14, 1907; amount of contract, $12,997.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages Per Day of 10 Hours Not less than:
Carpenters	$2.00
Painters and glaziers	2.00
Bricklayers	3.00
Masons	2.50
Stonecutters	3.00
Plasterers	2.50
Plumbers and steamfitters	2.00
Sheet metal workers	2.00
Electricians	2.00
Builders' labourers	1.50
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Department of Railways and Canals

Construct Section No. 5, Ontario-Rice Lake Division. Date of Contract, September 28th 1907. Amount of Contract Schedule rates. Contractors, Brown & Aylmer.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman labourers	$2.50 per day of 10 hours.
Labourers	1.75 " 10 "
Carpenters	2.25 " 10 "
Stonecutters	4.00 " 10 "
Masons	4.00 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.75 " 10 "
Team, wagon & teamster	3.50 " 10 "
Horse, cart and driver	2.50 " 10 "
Dredge engineer	100.00 per mo. & board, 12 hrs.
" craneman	70.00 "
" fireman	40.00 "
" deckhand	35.00 "
" cook (female)	30.00 "
" watchman	40.00 "
" scowman	40.00 "
Tug captain	60.00 "
Tug engineer	60.00 "
Tug deckhand	35.00 "
Drill boat foreman	3.00 per day & board 10 hrs.
Drill boat drillers	2.00 "
Drill boat drillers' hlprs	1.50 "

Erection of Chimney, etc., at Halifax, N. S., Date of Contract, September 9th, 1907. Amount of Contract, $2,350 00. Contractors, Weber Steel Concrete Chimney Co.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Masons	$ 0.40 per hour, 9 hrs. p. day.
Carpenters	0.29 " 9 "
Common labourers	1.35 per day.
Steel workers	2.25 "
Steam fitters	2.00 "
Roofers (gravel)	1.50 "
Steam derrick engineer	2.50 "
Steam derrick fireman	1.50 "
Driver, 1 horse and cart	2.25 "
Driver, 2 horses and wagon	3.50 "
Timekeeper	2.00 "
Concrete men	1.50 "
Bricklayers	0.40 per hour.
Builders' labourers	1.50 per day.
Blacksmiths	2.00
Plumbers	2.00 "
Sheet metal workers	2.00 "
Painters	10.70 per week of 48 hrs.
Watchman	1.50 per day.

Erection of Dwelling for Agent at Millerton, N. B., Date of Contract, September 9th, 1907. Amount of Con-

tract, $1,550.00. Contractors, Builders' Wood Working Co., Ltd.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Masons	$3.00
Bricklayers	3.50
Plasterers	3.00
Painters	2.00
Carpenters	1.75
Plumbers	2.50
Builders' labourers	1.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.00

Extension to Waterworks at Springhill Junction, N.-S., Date of Contract, September 30th, 1907. Amount of Contract, Schedule rates. Contractor, Robert S. Low.

FAIR WAGES SCHEDULE.

Trade or Class of Labour	Rate of Wages Per Day of 10 Hours, Not less than:
Blasters	$1.50
Excavators	1.25
Carpenters	1.75
Drillers	1.50
Labourers	1.25
Driver, 1 horse and cart	2.25
Driver 2 horses and wagon	3.50
Pipe fitters	2.00

Erection of Cribwork Extension on shore side of Dock at Mulgrave, N.S., Date of Contract, September 16th, 1907. Amount of Contract, Schedule rates. Contractor, Wm. J. Landry, of Antigonish, N.S.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours. Not less than:
Stationary engineer	$1.75
Blacksmiths	1.75
Cranemen	2.00
Labourers	1.35
Watchman	1.25
Boatman	1.50
Scowmen	1.35
Carpenters	1.75
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Erection of Store Building and Oil House near site of New Engine House at Halifax, N.S. Date of Contract, September 13th, 1907. Amount of Contract, $30,490.00. Contractor, Emil A. Wallberg.

AIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Masons	$0.40 per hour, 9 hrs. p. day
Carpenters	0.29 " 9 "
Common labourers	1.35 per day.
Steel workers	2.25 "
Steam fitters	2.00 "
Roofers (gravel)	1.50 "
Steam derrick engineer	2.50 "
Steam derrick fireman	1.50 "
Driver, 1 horse and cart	2.25 "
Driver, 2 horses and wagon	3.50 "
Timekeeper	2.00 "
Concrete men	1.50 "
Bricklayers	0.40 per hour.
Builders' labourers	1.50 per day.
Blacksmiths	2.00 "
Plumbers	2.00 "
Sheet metal workers	2.00 "
Painters	10.70 per week of 48 hours.
Watchman	1.50 per day.

Extension to waterworks at Doaktown, N.B. Date of Contract, September 23rd, 1907. Amount of Contract, Schedule rates. Contractor, Emil A. Wallberg.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Blasters	$1.50
Excavators	1.25
Carpenters	1.75
Drillers	1.50
Labourers	1.25
Pipe fitters	2.00
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Extension to Waterworks at Durnam Bridge, N.B. Date of Contract, September 23rd, 1907. Amount of Contract, Schedule rates. Contractor, Emil A. Wallberg.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Blasters	$1.50
Excavators	1.25
Carpenters	1.75
Drillers	1.50
Labourers	1.25
Driver, 1 horse and cart	2.00
Pipe fitters	2.00
Driver, 2 horses and wagon	3.00

Supply and installation of Heating Plant, etc., for Engine House at Halifax, N.S. Date of Contract, September 23rd, 1907. Amount of Contract, $43,000.00 Contractor, Emil A. Wallberg.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Steamfitters	$2.00 per day of 9 hours.
Machinists	2.25 " 9 "
Painters	1.78½ " 8 "
Masons	0.40 per hr., 9 hrs. per day.
Builders' labourers	1.50 per day of 9 hours.

Erection of Engine House, Office and Stores Building and Water Tank at Ste. Rosalie, Que., Date of Contract, September 18th, 1907. Amount of Contract, $24,575.00. Contractors, L. P. Morin & Fils.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Masons	$3.00
Carpenters	2.00
Plumbers	2.50
Painters	2.00
Concrete men	1.50
Bricklayers	4.00
Blacksmiths	2.00
Roofers	2.50
Builders' labourers	1.50
Common labourers	1.35
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.25

Erection of Agent's Dwelling at Bear River, P.E.I. Date of Contract, September 9th, 1907. Amount of Contract $1,295.00. Contractor, F. S. McDonald, Souris, P.E.I.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours. Not less than:
Foreman	$2.25
Carpenters	1.50
Bricklayers	2.50
Masons	2.25
Plasterers	2.25
Painters	1.50
Labourers	1.25

Erection of Freight Shed at Summerside, P.E.I. Date of Contract, September 13th, 1907. Amount of Contract, $5,390.00. Contractors, D. R. Morrison and P. G. Clark, Summerside, P.E.I.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Bricklayers	$2.50
Concrete men	1.50
Builders' labourers	1.50
Common labourers	1.25
Blacksmiths	1.50
Watchmen	1.25
Masons	2.25
Plumbers	2.00
Carpenters	1.50
Painters	1.50
Timekeeper	1.50
Roofers	1.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.25

Erection of Brick Freight Shed at Charlottetown, P.E.I. Date of Contract September 23rd, 1907. Amount of Contract, $10,200.00. Contractor, Emil A. Wallberg.

FAIR WAGES SCHEDULE.

Trade or Class of Labour..	Rate of Wages, Per Day of 10 Hours, Not less than:
Bricklayers	2.50
Carpenters	1.50
Builders' labourers	1.50
Common labourers	1.25
Sheet metal workers	1.75
Painters	1.50
Watchman	1.25
Concrete men	1.50
Masons	2.25
Plumbers and steamfitters	2.00
Joiners	1.75
Roofers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and Brass Crown Seals	503.63
Making and repairing rubber dating stamps and type; also other stamps	40.31
Supplying stamping material and repairing stamping pads	737.10
Making and repairing post office scales	435.50
Supplying Mail Bags	99.35
Repairing Mail Bags	1,087.60
Making and repairing mail locks and supplying mail bag fittings	11.05
Supplying street letter boxes and repairing portable letter boxes, railway mail clerks' tin travelling boxes and parcel receptacles	315.21
Making and repairing miscellaneous articles of Postal Stores	9.70
Making up and supplying articles of official uniform	1,426.20

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during September, 1907.

DOMINION REPORTS.

Old Age Annuities.

Speeches delivered in the Senate of Canada, during the Third Session of the Tenth Parliament, 6-7 Edward VII, 1906-7. Ottawa King's Printer, 1907. Pages 86.

A parliamentary paper has been issued containing speeches on the subject of old age annuities delivered in the Dominion Senate during the last session of parliament, on the occasion of motions for documents relating to old age pensions and of the presentation of a draft bill on this subject by the Right Hon. Sir Richard Cartwright, Minister of Trade and Commerce. The paper contains a copy of this bill and speeches by the Right Hon. Sir Richard Cartwright, the Hon. James McMullen, the Hon. Geo. W. Ross, the Hon. D. Ferguson and the Hon. Michael Sullivan. In the course of the discussion, much information was brought to light with regard to old age pensions and annuities in Canada, Great Britain, Germany and other countries, and with regard to conditions prevailing among the poorer classes, who are the intended beneficiaries of such schemes.*

Inland Revenues of Canada.

Report returns and statistics of the Inland Revenues of Dominon of Canada for the nine months ended March, 31, 1907. Part 1, Excise etc. Ottawa: King's Printer, 1907. Pages, 209. Price 15 cents.

The report of the Deputy Minister of Inland Revenue states that the total inland revenue collected during the 9 months ended March 31, 1907, amounted to $12,096,930. The excise duties came to $11,930,153, the principal items being $5,807,742 for spirits, $4,065,129 for tobacco, $1,042,881 for malt, and $912,758 for cigars. The revenue derived from weights and measures, gas and law stamps, amounted to $94,123 and from methylated spirits, $42,665. In comparision with previous fiscal years, a marked increase in inland revenue is shown, the amount collected for the twelve months ended June 30, 1906, being $14,435,642.

* A statement concerning this dicussion was published in the April number of the *Labour Gazette* on page 1061

Canal Statistics.

Department of Railways and canals. Canal Statistics for the Season of Navigation, 1906. Ottawa: King's Printer, 1907. Pages 196. Price 10 cents.

The report on canal statistics of Canada for 1906 contains comparative figures since 1887. In this period, the total freight passing through the canals has increased from 2,720,516 to 10,523,185 tons. The number of Canadian vessels using the canals increased from 18,991 in 1887 to 25,498, and the number of United States vessels from 3,883 to 7,319. The Canadian vessels represented a tonnage of 5,526,321, and the United States vessels a tonnage of 5,683,315. With regard to the kinds of commodities taken through the canals in 1906, there were carried 2,970,637 tons of iron ore, 1,804,974 tons of coal, and 1,406,741 tons of wheat, the wheat tonnage representing about 46,891,367 bushels.

ONTARIO REPORTS.

The Dairying Industry.

Annual Reports of the Dairymen's Association of the Province of Ontario, 1906. Toronto: King's Printer, 1907. Pages 176.

The reports of the Dairymen's Associations of Ontario for 1906 contain the speeches and discussions at the annual meetings of the Eastern and Western Associations, and reports of the three dairy schools of the province at Guelph, Kingston and Strathroy. In the address of Mr. D. Derbyshire, M. P., President of the Dairymen's Association for Eastern Ontario, at the annual meeting held in Ottawa on January 9, 10 and 11, 1907, a number of statistics were given relating to the dairying industry in Ontario during 1906. It was stated that not quite so much milk was produced as in 1905, on account of shortage of pastures, but about 100,000 more cheese was made. About 180,000 fewer packages of butter were exported, but with the high prices obtained, the value of cheese, butter and bacon exported in 1906 was estimated at about $46,500,000, which, added to the value of dairy produce consumed at home, amounting to $54,500,000, made a total of $101,000,000, which is $6,000,000 more than for the year 1905.

Vital Statistics of Ontario.

The Sanitary Journal of the Provincial Board of Health of Ontario. Parts III and IV of the 25th Annual Report, 1906. Toronto King's Printer. 1907. Pages, 84.

The sanitary Journal comprising Parts III and IV of the 25th annual report of the Provincial Board of Health of Ontario, contains reports on the water supply and sewerage system of many towns and villages of the province, including Peterborough, Cobalt, Bracebridge, Haileybury, New Lisgad, Port Elgin, and Gravenhurst. There are also given the new regulations for the sanitary control of lumber, mining and other camps, sawmills and other industries in the unorganized districts, which were approved of by tbe Lientenant-Governor-in-Council on September 7, 1906. A review of the vital statistics for 1904 shows that the death rate for the province in that year was 14.1 per thousand of the population, as compared with 13.40 in 1903 and 12.60 in 1902. Out of a total of 30,920 deaths in 1904, there were 2,877 caused by tuberculosis, 608 by diphtheria and croup, 482 by typhoid fever, and 331 by influenza. Compared with 1903 there was a reduction in the number of deaths from scarlet fever from 580 to 163, accounted for by the better enforcement of the regulations of the Board of Health. Only 3 persons died from smallpox during the year. There was an increase of 97 in the number of deaths from cancer the mortality having been 1,253.

BRITISH REPORT.

Railway Accidents.

General Report to the Board of Trade upon the Accidents that have occurred on the Railways of the United Kingdom during the year 1906. London: Wyman & Sons, 1907. Pages, 69. Price, 7d.

The report on railway accidents in Great Britain and Ireland during 1906 shows a large increase in the number of persons killed and injured compared with previous years. Within the year 1,169 persons were killed and 7,212 were injured by accidents due to the running of trains or the movement of railway vehicles, while the average figures for the previous ten years were 1,144 and 6,631 respectively. More

passengers were killed in this way than in any year since 1889, but 56 out of a total of 58 deaths were attributable to three accidents. There were 13 railway servants killed and 140 injured by train accidents, the corresponding averages for the previous 30 years having been 12 and 127 respectively. The proportion of casualties to railway men in 1906, to the total number exposed to danger was 1 in 71, compared with the proportion of 1 in 81 for 1905. Only 5 out of every hundred of these casualties in 1906 were due to preventable causes, 57 having been due to misadventure, 32 to want of caution or misconduct on the part of the injured persons and 6 to want of caution or breach of rules on the part of other servants. The increase in the number of accidents reported is attributed to the exceptional activity in traffic, and to the increased vigilance on the part of railway companies in reporting accidents in response to a circular letter addressed to them by the Board of Trade with reference to this matter.

AUSTRALIAN REPORT.

Industrial Conditions in New South Wales

New South Wales Department of Labour and Industry. Report on the Working of the Factories and Shops Act: Early Closing Acts: Shearers' Accomodation Act etc. during the year 1906. Sydney, N.S.W. Government Printer, 1907. Pages 50.

The Report on Factories and Shops of New South Wales for 1906, indicates a condition of great industrial prosperity throughout that State. The total number of factory hands increased from 55,705 in 1905, to 61,321 in 1906, the number of factories from 1,555 to 1,692 and the horse-power of machinery used from 33,415½ to 40,150¼. The prosperous condition of the country was attributed to a large increase in the wool-clip an enormous wheat yield, and an increase in the output of minerals, combined with the high prices prevailing for these products.

NEW ZEALAND REPORT.

Workers' Dwellings.

Report on Worker's Dwellings by the Hon. the Minister of Labour, Wellington, New Zealand: Government Printer: 1907. Pages, 6.

A Report of the Advisory Board acting under the Workers' Dwellings Act of New Zealand for the financial year ending March 31, 1907, states that £31,286 were expended in acquiring land and erecting dwellings upon it for workpeople during the year. There were built 71 dwellings, of which 52 were leased to March 31. The monthly rent of the leased dwellings reached a total of £112, 1s. 8d., and there were no arrears of rent. Photographs of several of these homes are given, the rent for which ranges from £2, to £2, 5s. 5d per month.

UNITED STATES REPORT.

Employment of Women.

Department of Commerce and Labour. Bureau of the Census. Statistics of Women at Work, Washington: Government Printing Office, 1907. Pages, 399.

A Report on women workers in the United States, based on unpublished information derived from the schedules of the census of 1900, has been issued by the United States Bureau of the Census. In that year there were 4,833,630 women 16 years of age and over engaged in gainful occupations in continental United States, out of a total number of 23,485,559 women, the proportion of breadwinners among women being 20.6 per cent, or about 1 in 5. With regard to their occupations servants and waitresses comprised 1,165,561 of the total number, 456,405 were agricultural labourers, 338,144 were dressmakers, 328., 935 were laundersses, and 327,206 were teachers and professors in colleges, etc. There were 307,306 classed as farmers, planters and overseers, making with the agricultural labourers a total of 763,711 women engaged in work on farms and ranches. Nearly four-fifths of the agricultural labourers are negro, Indian and Mongolian women.

Industrial Conditions in Massachusetts.

Thirty-seventh Annual Report of the Bureau of Statistics of Labour of Massachusetts, for the Year 1906. Boston State Printers, 1907. Pages 664.

In addition to the subjects annually dealt with in the Reports of the Massachussett's Bureau of Statistics of Labour, relating to Statistics of Manufactures, Labour Laws, and Labour and Industrial Chronology, the Report for 1906 contains also chapters on the Apprenticeship System, trained and sup-

plemental Employees for Domestic Service, and the Incorporation of Trade Unions. With regard to the apprenticeship system, replies were received from 58 employers and 104 trade union officials. The chapter dealing with trained and supplemental employees for domestic service, embodies the results of an investigation conducted by the Domestic Reform League of Massachusetts, which distributed 5,000 question blanks relating to this subject, and received 260 replies. In investigation the question of the incorporation of trade unions, opinions were sought from employers of labour, officials of trade unions, members of the legal profession and public individuals.

Co-operation in Iowa.

A widespread and successful movement in the direction of co-operation among farmers in the marketing of produce and the purchasing of supplies was begun about five years ago in the State of Iowa and has since made rapid progress, especially during the past two years. About two and a half years ago there was in existence some 15 co-operative associations in the state. About that time the Farmers' Grain Dealers' Association was formed. At the present time there are 175 associations in the state with a total membership of 25,000, each association averaging $1,000,000 of capital. It is estimated that the grain grower has been benefitted to the extent o from three to five cents per bushel in localities where the experiment has been tried. An association, for example, organized at Gowrie, Iowa, five years ago with 87 members, capitalized at $25,000 of which $4,500 was paid up, has since paid one dividend of 100 per cent and has now a surplus of $8,000. During the four years business amounting to $325,000 was done at a total expenditure of $3,160 or less than one per cent. The organization has undertaken to correct some pieces of legislation, but its main work has been in the application of practical business methods on a co-operative basis.

OTHER REPORTS RECEIVED.

Canada.—Report of the Surveyor General of Dominion Lands for the year ending June 30, 1906.

Report of the Royal Commission on dispute respecting hours of employment between the Bell Telephone Company of Canada, Ltd. and operators at Toronto, Ont.

Ontario.—Report of the Special Investigation on Horse Breeding in Ontario, 1906.

First Annual Report of the Horticultural Societies of Ontario for the Year 1906.

Annual Report of the Agricultural Societies of Ontario for the Year 1907.

Ontario Department of Agriculture. Bureau of Industries. Municipal Bulletin No. 1. Municipal Statistics.

Manitoba.—Report of the Cattle Breeders' Association, the Horse Breeders' Association, the Sheep and Swine Breeders' Association, the Manitoba Dairy Association for the year 1906.

Alberta.—Official Handbook of Alberta compiled and published under the direction of the Honourable W. T. Finlay, Minister of Agriculture.

British Columbia.—Twentieth Annual Report of the Vancouver Board of Trade 1906-1907.

Great Britain.—Statistics of Proceedings under the Workmen's Compensation Acts, 1897 and 1900, and the Employers' Liability Act, 1880, during the year 1906.

New South Wales.—The Industrial Arbitration Reports and Records, New South Wales, 1907..

United States.—Report of the Commissioner of Corporations on the Beef Industry, March 3, 1905.

Report of the Commissioner of Corporations on the Transportation of Petroleum, May 2, 1906.

Interstate Commerce Law as changed by the Act of June 29, 1906.

Report of the Commissioner of Corporations on the Petroleum Industry. Part 1. Position of the Standard Oil Company in the Petroleum Industry, May 20, 1907.

Argentine Republic.—Boletin del Departamento Nacional del Trabajo. No. 1 Junio 30 de 1907.

Belgium. — Office du Travail et Inpection de l'Industrie. Monographies Industrielles. Groupe IV. Fabrication et Travail du Verre.

Germany.—Drucksachen des Beirats fur Arbeiterstatistik, verhandlungen Nr. 18a.

Italy.—Atti della Pontificia Accadama Romana dei Nuova Lincei. Compilati dal Segretario. Anno LX (1906-1907.)

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

ONTARIO CASES.

Workmen's Compensation.

The plaintiff's husband was killed while performing his duties as night watchman in defendant's factory at Yarker, Ont. His duties were to clean up the factory and keep up steam in the boiler to supply a dry kiln, and have the required pressure to operate the factory at 7 o'clock in the morning. The pump for supplying the boiler was usually operated by electric power, but this became inoperative, hence the necessity to put the engine in operation in order to supply water for the boiler. By starting the engine the whole shafting and machinery directly connected was put in motion. Among the different machines directly connected with the shafting was an auger, projecting about eight inches from frame of machine, operating in a horizontal position, and used for boring out hubs. It was at this place that plaintiff's husband met his death. When found, the evidence indicated that he had stooped to pick up a bar which he had used for the purpose of throwing off the belts which were directly connected. The augur caught in the back of his smock or overshirt, and wound him up, either causing strangulation or breaking his neck, the latter not being fully proven.

The case was taken under the Workman's Compensation Act, which provides for an allowance of $1,500. After hearing the addresses of counsel, the judge explained to the jury the meaning of the law as to what might be considered the duty of employers in guarding dangerous parts, also the duty of employees in taking proper precautions to protect themselves, and clearly explained what might be termed ordinary care and extraordinary care, and how it applied. The jury returned a verdict holding that the machine was not sufficiently protected. The judge awarded plaintiff $1,200 and costs.

Carl v.s. Benjamine Manufacturing Co., of Yarker, Ont., High Court of Justice, Napanee, Ont.; April 3, 1907; Clute, J.

Violation of Bake Shops' Act.

On February 25th, 1907, a complaint was laid by a Provincial Factories' Inspector against six Jewish bakers in the city of Toronto for employing and suffering their employees to work more than twelve hours out of twenty-four hours or more than sixty hours per week, contrary to the provisions of section 39 of the Bake Shops' Act. The case came before Magistrate Kingsford, at Toronto, on February 28th and was remanded to March 6th, again to 11th, and again to 18th, when one offender was fined $50.00 and costs, and a fine of $20.00, and costs were ordered in each of the other cases.

Sunday Labour.

At Niagara Falls, Ont., a number of proprietors of souvenir stores were convicted of employing labour, and their clerks of selling goods, on Sunday contrary to the provisions of the Lord's Day Act, and all were fined by the police magistrate.

Sanitary Condition of Shops.

At Port Perry, June 14th, before Magistrate Ingram, a Provincial Factory Inspector laid a complaint against the owner and the tenant of premises occupied as a store and tailor shop, the former for not providing separate lava-

tories as provided by section 13, of the Shops' Act and section 15 of the Factories' Act, and the latter for not keeping the same in sanitary condition as provided by section 13 of the Shops' Act and section 16 of the Factories' Act. The magistrate gave the defendants 10 days in which to comply with the law and ordered them to pay the costs incurred.

Action Settled Out of Court

An action of Arthur Bates, fifteen years of age, by Effie Bates, his next friend, against The Jas. Smart Mfg. Co., Ltd., for damages sustained while in the employ of the defendant company, owing to the fall of an elevator, was settled by the company paying the plaintiff $750.00 in full of his claim.

Action for Damages Dismissed.

Action was brought to recover damages for shock and severe burns occasioned to plaintiff by accidentally touching an iron spike driven into an electric light pole belonging to defendants about six feet from the ground, which spike was used to attach a chain for lowering and raising the lamp. Held, upon the evidence, that defendants were not guilty of any negligence. The defendants constructed and are operating the municipal lighting system under the authority of legislative enactment, and in the absence of negligence are not insurers against accidents. Not only did plaintiff fail to prove default, but the evidence offered by defendants shows that they complied with the law. Action dismissed with costs, if costs are insisted upon by defendants.

(Prue v.s. Town of Brockville, Ont.; Trial Court, Toronto, Ont.; Teetzel J.)

THE

LABOUR GAZETTE

NOVEMBER, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF OCTOBER, 1907.

I.—GENERAL SUMMARY.

THE market for labour was less active in October than in September. Compared with the corresponding period of 1906, also, the amount of general employment was less, though no surplus of labour was reported. Favourable weather conditions prevailed for threshing and marketing in Western Canada, and work in this connection was unusually prolonged; in Quebec and the Eastern Provinces some damage was caused to the late grain and root crops through the excessive rainfall. The agricultural yield will be less than that of 1906, but the exceptionally high prices are expected to equalize the monetary returns for the two seasons. There was a falling off in the activity of building, owing largely to continued stringency in the money market. The cessation of civic improvement work and other outside employment also placed a number of men upon the market. For all of these, however, ready employment was available in the railway construction camps, which were short of men, and which promised active operations throughout the winter. There was also a marked scarcity of men for work in the winter lumber camps of Ontario and Quebec. The mining industry continued very active throughout Canada, the labour shortage which prevailed during September in the coal mines having been relieved in Nova Scotia by the return of harvesters from Western Canada, and in British Columbia by the lessening of activity in the lumber mills and camps. In manufacturing, conditions were somewhat less active. The volume of general freight in transit was unprecedentedly heavy.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during October.

Lumbering.—In connection with the engaging of men for the winter camps in Ontario and Quebec, wages were about $5.00 per month higher than in October, 1906. In New Brunswick the rate offered was somewhat lower than that of last year.

Clothing.—At Windsor, 60 journeymen tailors had their wages increased 5%.

Printing. — About 30 bookbinders and paper cutters at Winnipeg, Man., were granted a reduction in hours from 53 to 48 per week.

Railway Service.—An increase of 14½% all round was granted to the C. P. R. Company's Telegraphers as the result of the arbitration of a dispute between the employees and the Company, referred under the Industrial Disputes Investigation Act. About 2,500 men were affected, and the aggregate increase is estimated to amount to $189,000

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations and other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

annually. An annual holiday was granted, and double time allowed for Sunday labour*.

The following schedule was obtained by blacksmiths in the employ of the C. P. R. Company.

In Winnipeg and the Eastern district	42c. per hour.
Central district	46c. "
Western district	43½c. "

Helpers will receive 25c in Winnipeg and in the Eastern district, 27c in the middle district, and 26c in the Western. Previously the rates were 35c for blacksmiths at Winnipeg, 35c in the middle district, 38c at Vancouver and 38½c in the mountain section. The increase granted to the helpers amounts to 3½c all round. The increase was dated from September 1st.

General transport.—Locks tenders on the Welland Canal received an increase.

Cost of Living

A number of important commodities were exceptionally high in price throughout October. The wheat market was uncertain, several advances and declines being reported; on the whole the level was considerably higher than last month, the price passing $1.00 per bushel. Oats and other grains were also very high, and hay reached the highest price in several years past. Farm produce of all kinds, including butter, milk and eggs, were on an unusually high level for the time of year. Following the advance in wheat, flour increased considerably in price; a grade which sold at $4.30 in May last has been increased to $5.75. Bread advanced in a large number of localities. Oatmeal and other cereal foods also showed an advance. The advance in raw materials used by confectioners, including sugar, chocolate, glucose, nuts, and vanilla beans had a disturbing effect on the manufacture of confectionery. Canned goods advanced as follows to the retailers: Tomatoes 7½c per dozen; corn, 2½c per dozen; fruits, from 2c to 45c per dozen. A scarcity of coal was reported in several points in the Maritime Provinces, with prices advancing. Fuel prices were upward in Ontario. Copper has declined considerably during the past few weeks, and zinc, tin and spelter have followed. Iron and lead have been firm. The scarcity of feed in the farmers' hands induced heavy marketing of live stock, with the result that meats at some points were lower in price. Canadian distillers have advanced the price of product, owing to the increased cost of grain, labour, building material and other elements in manufacture.

Interruptions to Industry.

The number of trade disputes in existence during October was 4 less than in the previous month, but there was an increase of approximately 1,450 in the number of working days lost. Compared with October, 1906, there was an increase of 10 in the number of trade disputes, but a decrease of about 24,570 in the number of working days lost.

Among industrial establishments, etc., destroyed by fire or through other causes during October, the following as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Business block at Amherst, loss, $25,000. During October heavy gales occurred on the Atlantic coast and in the interior of Nova Scotia doing much damage to orchards and shipping.

New Brunswick.—Intercolonial Railway freight shed at Campbellton, loss, $8,000; lumber mill at Deer Lake, loss, $15,000; business block at Edmundston, loss $35,000; large boarding house at Moncton; saw and grist mill at St. Martin's, loss, $10,000; factory at Sackville, loss, $3,000; storehouse at Sussex, loss, $3,000. Barns at Sackville.

Quebec.—Stables and outbuildings at Chelsea, loss $15,000; grocery store at Montreal; hotel at Montreal loss, $2,000; lumber mill at Courcelle, loss, $10,000 store at Delorimier, loss, $1,000; theatre at Montreal, loss $2,000; large store of soft coal at Montreal; custom warehouse, at Montreal, loss, $50,000; crockery ware house at Quebec, loss, $25,000; blacksmiths' shop at Ste. Agathe de Lotbinière; lumber mill at St. Tite school house at South Montreal; hotel at Three Rivers loss, $1,200; church at Ville St. Paul, loss, $90,000 Axe handle factory at Hull, loss, $7,000. Barns at St. Chrysostôme, Granby and Beauport.

Ontario.—Bakery at Athens; business block at Belleville, loss, $40,000; car barns and 2 cars at Berlin loss, $8,000; theatre at Chatham, loss, $1,800; planing mill, lumber yard and tenements at Dovercourt, loss $57,000; store at Flesherton, loss, $2,000; evaporator at Foxboro, loss, $2,500; co-operative store at Hamilton loss, $15,000; facing mill at Hamilton, loss, $3,000 warehouse at Kincardine; lumber mill at Lindsay, loss $5,000; town hall at Meaford, loss, $1,500; woolen mill at Orangeville, loss, $3,000; torpedo factory at Petrolea store at Peterborough, loss, $2,000; carriage works

* A special article dealing with the award of the Board of Conciliation and Investigation is published elsewhere in the present issue.

Ridgetown, loss, $1,000; clothing store and stock at Sault Ste. Marie, loss, $6,000; hotel, blacksmith's shop and implement store at South Woodslee, loss, $10,000; feather and down warehouse at Toronto, loss, $1,200; tailor shop at Toronto, loss, $1,200; blowing down of portion of exhibition buildings at Toronto, loss, $40,000; freight sheds at Toronto, loss, $6,000; brass works at Toronto, loss, $2,300; 11 tenement houses at Toronto; theatre at Toronto, loss, $2,000; ice house at Toronto, loss, $4,000; hotel at Toronto, loss, $6,000; planing mill at Waterloo; lumber mill at West Lorne.

Barns at Brantford, Ellice, Ingersoll, Patterson and West Zorra, Ancaster, Bayswater.

Manitoba.—Elevator and three car-loads of wheat at Arrow River; sewing machine warehouse at Brandon, loss, $10,000; elevator at Carberry, loss, $10,000; elevator at LaSalle; elevator and 23,000 bushels of wheat at Lytleton; paint and glass warehouse at Winnipeg, loss, $170,000; storehouse at Winnipeg, loss, $4,000.

Saskatchewan.—Prairie fires near Halerite caused considerable damage to farmers in that vicinity.

Alberta.—Post-office, stores and theatre at Edmonton; implement warehouse at Sedgewick, loss, $6,000.

British Columbia.—Ranch buildings, equipment and farm implements at Phœnix, loss, $20,000.

Conditions in the Industries and Trades.

Conditions of employment during October in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the Labour Gazette, and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

Weather conditions during October were unfavourable in Quebec and the Maritime Povinces, with the result that considerable damage to the root and other late crops, especially potatoes, was reported, and poor progress made with fall ploughing. In Ontario, also, the rainfall was heavy, and some damage was done by early frosts. In western Canada, however, excellent weather prevailed for threshing and ploughing, the former being completed in many sections by the third week of the month. Returns show a considerable amount of damaged wheat. The marketing of produce was very active throughout Canada owing to the exceptionally high prices for grain, fodder, vegetables, dairy produce, etc., It is expected that the monetary return from this year's western crop, notwithstanding the diminished yield, will be little behind that of 1906. Final statistics with regard to the crop were impossible to obtain until the completion of threshing and marketing, but it was estimated that the wheat yield would be between 50,000,000 and 60,000,000 bushels, with a considerable quantity available in addition for fodder.

In Ontario a diminution in feed stuffs was reported, especially in the eastern portion of the province. The corn crop was estimated at about 70 per cent., with roots up to the average. Surplus stock was being unloaded. In Quebec there has been a falling off in the grain yield and in cattle shipments. Country merchants as a result reported decreased sales. In Prince Edward Island the crop returns have been very favourable, and prices were firm.

The recent rains have improved the outlook for fruit, especially for winter apples. In Nova Scotia a windstorm on October 10 caused some damage, but shipments up to the middle of the month were exceptionally heavy. (*) Frost caused damage to grapes in the Niagara peninsula; but on the occasion of the half yearly settlement day in that district, which occurred on October 1, payments were exceptionally satisfactory. The month was favourable for vegetables in Ontario.

It is expected that the exports of Canadian cheese during 1907, as compared with 1906, will show a falling off of about $2,500,000. In British Columbia the creameries and cheese factories have had a successful year. There are at present 19 co-operative and other establishments of this nature in this province.

Fishing.

Good catches of cod were reported by the Nova Scotia fishing fleets, though rough weather and dog-fish interfered with the coastwise fisheries. The reduction works at Canso were in active operation. The bankers continued to report good fares. The catch of oysters was unfavourably affected by weather conditions, but the price was about two dollars per barrel more than last year. About 200 boats are employed in this fishery in Prince Edward Island. Good

* See report of Halifax correspondent.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Active	Active	Active	Very busy	Very busy	.....	Active
Westville	Busy	.....	Quiet	Very busy	Active	.....	Active
Halifax	Active	Active	Active	Active	Active	.....	Active
Amherst	.....	.....	Quiet	Busy	Busy	.....	Active
Prince Edward Island—							
Charlottetown	Busy	Active	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Busy	Active	.....	.....	Busy	Busy	Active
Chatham	Quiet	Busy	.....	.....	.....	.....	Active
St. John	Active	Active	.....	.....	Busy	.....	Active
Quebec—							
Quebec	Active	.....	Very busy	.....	.....	Busy	Active
Sherbrooke	Very busy	.....	Busy	Very busy	Busy	Active	Very busy
Three Rivers	Busy	.....	Very busy	.....	Busy	.....	Very busy
St. Hyacinthe	Active	.....	.....	.....	Busy	.....	Quiet
Montreal	Active	.....	.....	.....	Very busy	.....	Busy
Maisonneuve	Busy	.....	.....	.....	Busy	.....	Active
Hull	Active	.....	Very busy	Active	Very busy	.....	Busy
Ontario—							
Ottawa	Busy	.....	Very busy	Busy	Busy	.....	Busy
Kingston	Active	Quiet	Dull	Busy	Active	Active	Active
Belleville	Busy	Active	.....	Active	Active	Active	Busy
Peterborough	Busy	.....	Busy	Active	Busy	Active	Busy
Toronto	Active	.....	.....	.....	Active	.....	Active
Niagara Falls	Busy	.....	.....	.....	Active	Active	Busy
St. Catharines	Busy	.....	.....	.....	Active	Active	Active
Hamilton	Busy	.....	.....	.....	Active	.....	Quiet
Brantford	Very busy	.....	.....	.....	Active	Busy	Busy
Guelph	Busy	.....	.....	.....	Active	.....	Active
Berlin	Active	.....	.....	.....	Busy	.....	Busy
Woodstock	Busy	.....	.....	.....	Busy	.....	Active
Stratford	Active	.....	.....	.....	Busy	.....	Busy
London	Active	.....	.....	.....	Busy	.....	Quiet
St. Thomas	Active	.....	.....	.....	Active	.....	Active
Chatham	Active	.....	.....	.....	Active	.....	Quiet
Windsor	Active	.....	.....	.....	Busy	Busy	Busy
Sault Ste. Marie	.....	.....	Active	Active	Busy	.....	.....
Manitoba—							
Winnipeg	Very busy	.....	.....	.....	Active	Very busy	Active
Brandon	Very busy	.....	.....	.....	Active	Very busy	Active
Saskatchewan—							
Regina	Busy	.....	.....	.....	Active	.....	Quiet
Alberta—							
Calgary	Busy	.....	.....	.....	Active	Busy	Active
Edmonton	Busy	.....	.....	.....	Busy	Busy	Active
British Columbia—							
Nelson	.....	.....	Dull	Dull	.....	.....	.....
New Westminster	Active	Dull	Quiet	.....	Active	.....	Active
Vancouver	Active	.....	Dull	.....	.....	.....	Very dull
Victoria	Active	Quiet	Busy	.....	Busy	Busy	Active
Nanaimo	Busy	Quiet	Busy	Very busy	.....	.....	Dull

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES G., No. 46.

CANADA DURING THE MONTH OF OCTOBER, 1907.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage chances; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active

Metal, Engineering Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Very busy	Active	Very busy
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	Active	Busy	Active	.....	.....	Busy	Active	Active
Busy	Busy	Active	Active	.....	.....	Busy	.....	Active
Active	Active	Active	Active	Active	Active	Active	Active	Busy
Active	Busy	Active	Active	Active	Quiet	Very busy	Busy	Very busy
Active	Active	.....	Active	Active	.....	Active	.....	Quiet
Active	Active	Active	Active	Active	.....	Busy	Active	Busy
Active	.....	Busy	Active	Quiet	Quiet	Busy	.....	Busy
Busy	Busy	Busy	Busy	Busy	.....	Busy	Busy	Busy
Busy	Busy	Active	Busy	Busy	.....	Very busy	.....	Very busy
Active	Active	Busy	Busy	Active	Busy	Busy	Active	Active
Active	Active	Active	Active	Active	Active	Busy	Active	Active
Busy	Active	Active	Active	Active	Active	Very busy	Active	.....
.....	.....	.....	.....	.....	.....	Busy	.....	Very busy
.....	.....	Busy	Active	Active	Active	Very busy	.....	Very busy
Active	Active	Busy	Active	Active	Active	Busy	Active	Active
Busy	Busy	Active	Very busy	Busy	Busy	Busy	Busy	Busy
Busy	Active	Active	Active	Active	Busy	Busy	Busy	Busy
Active	Active	Active	Active	Active	Active	Active	Active	Quiet
Active	.....	Active	Busy	Active	.....	Busy	Busy	Active
Active	Active	Active	Busy	Active	Active	Active	Active	Active
Active	Active	Active	Active	Active	Active	Active	.....	Quiet
Busy	Active	Busy	Very busy	Active	Busy	Busy	Busy	Quiet
Active	Active	Active	Active	Active	.....	.....	.....	Active
Active	Busy	Active	Active	Active	Active	Active	Active	Active
Very busy	Active	Busy	.....	.....	.....	.....	.....	Quiet
Active	Active	Active	Active	Active	Active	Active	Active	Active
Busy	Busy	Active	Active	Busy	Busy	Active	Busy	Quiet
Active	Active	Active	Active	Active	.....	Active	.....	Active
Quiet	Active	Very busy	Active	Busy	.....	Busy	.....	Active
.....	Active	Busy	Busy	Active	.....	Busy	Active	Active
Busy	Active	Active	.....	.....	.....	Very busy	.....	Busy
Active	Active	Quiet	Active	Quiet	.....	Very busy	.....	Busy
Active	Active	Active	Active	Active	.....	Quiet	Active	Busy
Busy	Busy	Active	.....	Dull	.....	Busy	Quiet	Active
Active	Active	Active	Active	Active	Active	Busy	Active	Active
Active	.....	Dull	Active	Active	.....	Busy	Active	Active
.....	.....	.....	.....	.....	.....	.....	.....	Quiet
Active	Active	Active	Active	Active	Active	Busy	Active	Active
Active	Quiet	Dull	Active	.....	.....	Active	.....	Dull
Busy	Busy	Active	Active	Active	Active	Busy	Busy	Active
Busy	.....	Active	.....	.....	.....	.....	.....	Busy

catches of sardines and gaspereaux were made by New Brunswick fishermen. It is estimated that the fisheries of New Brunswick give employment at present to upwards of 20,000 persons; representing an invested capital of $2,250,000 and earning between $4,000,000 and $5,000,000 annually, chiefly from the Gulf of St. Lawrence fisheries, which include 94 lobster canneries and 250 fishing vessels. Excellent results were reported from Caraquet, N. B., where demonstrations under the auspices of the Department of Marine and Fisheries, Canada, in the Scotch method of curing herring, have been in progress. Landings of fresh fish at Halifax were somewhat light owing to unsettled weather conditions.

On the Fraser river a few cohoes were taken, for which 20 cents per fish was paid. The herring season had not begun up to the closing week of the month. It was reported from Victoria, B. C., that the sealing catch of the present season will be only one-third that of last year, 15 schooners taking about 3,500 skins, in addition to 38 sea otter skins(*)

The Commissioners appointed by the Dominion Government to investigate the fisheries of Western Ontario have completed their inquiries in Georgian Bay waters, and held sittings during September and October at various points along the north shore of Lake Erie. Information with regard to the past and present supply of fish in Lake Erie, the extent and effects of United States poaching, the relative effects of pound nets and gill nets, closed seasons, fish hacheries, etc., was obtained from fishermen at Windsor, Chatham, Port Stanley and other points. It was stated that whereas twenty years ago sturgeon were very abundant, and could be bought for 50 cents per cart load, the fish at present brings 25 cents per lb. White fish and lake herring have seriously declined, blue pike or pickerel being now the principal fish taken.

Lumbering.

Saw-mills continued very busy throughout Ontario, Quebec and the Maritime Provinces. In the Ottawa Valley, the improvement in the water supply assisted manufacturing. Shipments were active with stocks light, though the market was somewhat easier. Owing to the successful nature of the drives the supply of logs is sufficient to ensure activity until the close of the season. There was a scarcity of men for employment in the lumber camps during the coming winter. A pronounced advance in the cost of logging in the Ottawa Valley was reported, lumbermen estimating that it will cost more to operate the shanties during the coming winter than in any previous year, labour being 20 per cent. higher, hay 40 per cent. higher, oats 30 per cent. higher and flour and meat 20 per cent. higher than last year, while extra cost in hauling is yearly entailed from the fact that lumbermen have to go further each year for their logs. On the whole it is estimated that the coming winter's cut will cost 25 per cent. more than last year. Jobbers operating with small gangs have advanced rates 20%.

In British Columbia logging operations decreased in activity, and the mills also lessened their output. A number of men previously employed in the camps found work at railway construction and about the mines and smelters. The reason advanced for the decline was the decreased demand from the prairie provinces, the stringency of the money market having curtailed building operations. A revival was expected with the completion of harvesting and threshing. There was a surplus of logs in the Britsh Columbia market, though a demand continued for first-class timber. At a meeting of the British Columbia Lumber and Shingle Manufacturers' Association it was decided to close down all shingle mills on November 1, for an indefinite period. The reason assigned was the falling off in orders from the northwest provinces and the high price of raw material, the latter ranging from $5.50 to $6.00 per cord. The revenue derived from timber in British Columbia during the fiscal year ended June 30, 1907, amounted to $1,261,220, the highest on record.

*See report of Victoria correspondent.

Mining.

The Nova Scotia collieries were working to full capacity and large outputs were reported from every district, with the exception of Springhill, where labour disturbances continued. There was a demand for loaders and other unskilled help at some of the collieries, though the supply was more abundant than in the preceding month. It is not expected that total shipments will equal those of 1906 owing to the late opening of the season of navigation. In Quebec the asbestos mines were operated to their fullest capacity and men were in demand; but in the mica mining districts employment was less active than in the preceding month owing to unsettled market conditions. Operations in eastern Ontario and at Cobalt, Ont., were about the same as in September.

A proposal was made looking to the establishment of a 1,400-ton smelter by Moose Mountain, Limited, at Toronto, Ont., in return for a site of 350 acres, to utilize the ore bodies in Moose Mountain, Ont., to be tapped by the Canadian Northern Railway. The establishment as proposed would involve the ultimate employment of 15,000 men.

The first shipment of pig iron from the Atikokan Iron Company's works at Port Arthur, Ont., was made on October 9.

The month was very active in the coal mines of British Columbia, the supply of labour having been more abundant and market conditions continuing very favourable.

At the annual meeting of the Granby Consolidated Mining, Smelting and Power Company, Limited, it was reported that the production of bullion during the year ended June 30th, 1907, was smaller than that of the preceding year, owing largely to the fuel shortage, but that the profits of the Company were somewhat larger. The following table shows the output of the Company during the past three years:—

Commodity.	1907.	1906.	1905.
Copper (lbs.)	16,410,576	19,939,004	14,237,622
Silver (ozs.)	257,278	316,947	212,180
Gold	35,083	50,020	42,884
Total amount realized	$4,521,549	$4,751,059	$2,740,145
Charges of all kinds	$2,673,529	$2,927,422	$2,036,496
Net profits	$1,924,937	$1,823,617	712,640
Granby ore smelted (tons)	649,022	796,188	550,738
Foreign ore smelted (tons)	16,893	36,158	30,382
Mine development (Lineal feet)	9,701	8,698	5,200
Diamond drilling (Lineal feet)	9,279	11,505	3,148
New construction	$317,677	$105,975	$343,974
New mining properties	$68,164	$350,485	$142,603
Cash and copper on hand	$853,280	$1,023,833	$584,113

Under Chapter 73 of the Statutes of British Columbia for 1901, an agreement exists between the Crows Nest Pass Coal Company and His Majesty the King represented by the Chief Commissioner of Mines and Works for the Province, for the purpose of securing for the smelters and refiners in the counties of Yale and Kootenay, B. C., an adequate and sufficient supply of coal and coke. Representations having been recently made to the Government regarding a shortage of coke at the smelters in question, an investigation was conducted by the Deputy Minister of Mines in order to ascertain whether or not the shortage existed. A confidential report was later submitted to the Government by the Deputy Minister of Mines. It was decided by the government to submit the question of the coke shortage to arbitration. The supply of coke, however, having been much better maintained in October than previously, further action in the matter was delayed.

Manufacturing.

Manufacturing establishments were less active than in the earlier part of the

season, though several branches continued very busy and a large number of additions to plants were under way. Rubber factories, in particular, continued busy, and as a rule heavy lines of manufactured goods were moving freely.

A deputation representing the pulp and paper section of the Canadian Manufacturers' Association had an interview with the Right Honourable the Prime Minister during October.

At the annual general meeting of the Ogilvy Flour Mills Company, net profits amounting to $630,685.57 were declared, from which $239,000 were transferred to rest account. The results for the year were stated to have been very gratifying, the milling business having had the benefit of favourable world's market conditions. The estimate made of the present year's wheat crop was from 60,000,000 to 65,000,000 bushels of all grades. The total daily capacity of the several mills is 16,300 barrels, with a terminal elevator capacity of 2,300,000 bushels. The total wheat storage capacity of the company's elevators in Manitoba and the North West is 3,005,000 bushels. The total flour storage capacity of the Company is 302,000 barrels.

The Lake of the Woods Milling Co., also reported the most successful year in its history, net profits amounting to $618,473 compared with $375,152 of the previous year.

At the annual meeting of the shareholders of the Dominion Iron and Steel Company, total earnings for the year of $2,247,536 were reported, the net earnings being $1,563,151. It was stated that from November, 1906, to February, 1907, aggregate earnings fell off about $250,000 per month, as compared with the average of the preceding months of 1906, as a result of the disturbance and partial stoppage of operations by interruption in the coal supply. During the year, $306,355 were spent on capital account, the chief items being a bessemer plant, the extension of coke ovens, new rolling stock, etc. The opinion was expressed that the Company must ultimately own or control its own coal mines. The total claim for damages against the Dominion Coal Company was stated to be $1,796,640.

A new edition of the Canadian Textile Directory was recently issued. Comparing it with the Textile Directory of 1899 the following development in the Canadian Textile trades is indicated:—

	1899.	1907.
Felt hat factories	13	21
Cloth cap factories	22	21
Straw hat factories	10	9
Clothing and men's furnishing factories	136	314
Ladies' wear factories	63	204
Leather glove factories	40	31
Braid factories	3	7
Bag factories	3	7
Flax scutching mills	54	40
Cordage and binder twine factories	17	11
Binder twine spindles	1,166	2,598
Silk mills	2	3
Felt goods factories	12	9
Carpet factories	10	14
Carpet looms operated	257	726
Oil cloth factories	1	1
Linoleum factories	.....	1
Linen weaving mills	.....	2
Linen looms operated	.....	112
Woolen mills	270	217
" sets of cards	624	579
" looms	2,645	2,034
" spindles	194,086	188,254
Knitting mills	71	120
" machines	3,718	4,313
Cotton mills	21	29
" looms	15,401	19,207
" spindles	638,212	832,437
" print works	2	2
" printing machines	12	12

The capacity of the Canadian mills in Eastern Ontario and the Eastern Provinces is shown as follows:

	Looms.	Spindles.
New Brunswick	2,694	107,984
Nova Scotia	966	48,000
Ontario	2,717	145,953
Quebec	12,755	545,700

Railway Construction.

The railway construction camps reported a very busy month, with men in active demand throughout Canada. With the completion of harvesting and other out-door work, the supply was increased, though there was still a scarcity at many points in the closing week of the month. Lack of ties was also causing some delay in western Canada.

It was stated that work on the various sections of the National Transcontinental Railway would be pushed vigorously during the coming winter, and that staffs would be continuously employed. It was estimated that about 18,000 men were at work on this line between Winnipeg and Moncton at wages of from $2.00 to $2.25 per day for unskilled labour, and from $2.75 to $3.00 per day for experienced men. The monthly pay roll on these sections alone, is at present about $1,000,000. On the sections of the Grand Trunk Pacific west of Winnipeg about 20,000 men were employed. About 123 miles of the road, from Portage la Prairie to Miniota, Man., has been completed for traffic, and an additional 100 miles will soon be ready. The cost of the prairie sections, owing to the increase in wages and the enhanced price of supplies is estimated at between $23,000 and $24,000 per mile, though originally estimated to cost about $13,000 per mile. On the line between Saskatoon and Edmonton, Alta., the grading was being pushed and the greater part of the distance was ready for the ties.

Construction operations on the International Railway in New Brunswick were somewhat delayed by the heavy rainfall, and by a scarcity of labour. About 900 men have been employed at this work at wages ranging from $1.75 to $2.00 per day, construction being carried on at both ends from Campbellton to St. Leonards. It was stated that work on the construction of the section of the National Transcontinental line out of Moncton would be begun at once, the equipment and material having been assembled during October.

A portion of the eastern division of the transcontinental Railway, covering a distance of 150 miles, from a point near Abitibi River, was sublet recently to the J. H. Reynolds Construction Company with head-quarters at McDougall's Chutes, Ont.

The Governor-General in Council approved, during October, the recommendation of the Commissioners of the Transcontinental Railway awarding a contract to the Dominion Iron and Steel Company for 44,000.2 gross tons of steel rails, and to the Algoma Steel Company for 21,371 gross tons of steel rails for delivery as follows:—

DOMINION IRON & STEEL COMPANY, Limited,

CONTRACT FOR

44,000.2 *Gross Tons:*

3,771.4 tons	f. o. b. cars	Moncton, N. B	$35.85	November 1, 1907.
3,771.4 "	"	Edmundston, N. B	37.60	"
1,885.7 "	Quebec & Lake St. John Railway dock, Quebec		35.00	"
10,685.7 "	I. C. R. dock. Levis		35.00	"
4,023 "	f. o. b. cars	Moncton, N. B	35.85	July 1, 1908.
4,777 "	"	Edmundston, N. B	37.60	"
8,800 "	I. C. R. dock, Levis		35.00	"
6,286 "	Quebec & Lake St. John Railway dock, Quebec		35.00	September 1, 1908.

ALGOMA STEEL COMPANY, Limited.

21,371 *Gross Tons* @ $40.00 *per Gross Ton:*

10,686 tons f. o. b. cars Junction of T. & N. O. R'y & Transcontinental R'y in vicinity of Lake Abitibi.....November 1, 1908.

10,685 tons f. o. b. cars Junction of T. & N. O. R'y & Transcontinental R'y in vicinity of Lake Abitibi.....July 1, 1908.

The C. P. R. Company has had 747 miles of railway under construction west of Lake Superior, two thirds of the grading of which has been completed and 270 miles of track laying done. About 200 miles of the double track between Winnipeg and Fort William is now available for use.

The bridge erected by the Provincial Government at Saskatoon, Saskatchewan, was formally opened by His Honour the Lieutenant Governor of Saskatchewan on October 10. The bridge is the longest at present in the Province of Saskatchewan, being 800 feet in length. It was erected at a cost of $110,000.

Railway construction operations will be extensive in British Columbia during 1908. In addition to the projected line of the Transcontinental Railway, extensions by the Canadian Pacific Railway Company are proposed on Vancouver Island, while the British Columbia Electric Railway Company will expend $1,250,000 on improvements.

General Transport.

Transportation employees of all classes had a busy month, and the earnings of railway companies were exceptionally high. There was a demand for railway employees of different classes. The amount of general freight moving was very heavy, though grain shipments were of considerably less volume than at the corresponding period of 1906. According to returns received by the Department of Trade and Commerce grain shipments by vessels from Fort William and Port Arthur during the present season of navigation show a considerable decrease as compared with the past year. From April 29 to August 31, 1907, a total of 26,599,686 bushels of wheat were forwarded. The total number of cars of grain inspected at Winnipeg was 6,356 less during the past six months than last year.

As a result of the late harvest and consequent delay in the movement of grain only 1,381 carloads were carried to Lake Superior by the C. P. R. during September, as compared with 4,898 carloads in September 1906.

Some shortage of cars was reported at points in the province of Ontario. It was stated, however, that railway conditions in the North West Provinces had greatly improved as compared with the corresponding period of 1906, and that no difficulty in handling the grain traffic was expected during the balance of the year. (*)

Under date of October 8th a circular communication was addressed by the Board of Railway Commissioners for Canada to the various Railway Companies, calling the attention of the companies to the fact that numerous defects in the equipment of safety appliances used on trains had been reported by the Board's Inspector, over 30% of the cars and engines recently inspected, numbering well into the thousands, having been found with defective safety appliances. Defective air brakes were found to be especially common. The attention of the companies was directed to this condition of affairs, with the request that the necessary improvements be made within a reasonable time.

Superintendents, trainmasters, chief despatchers and yardmasters of the Grand Trunk Railway System have been instructed as to the necessity for giving and insisting upon proper rest for train and enginemen; when these employees have been on duty upward of sixteen hours they must be required on arrival at terminal to take eight hours rest before being again called for duty.

Port returns at Montreal and other Canadian ports showed a heavy volume of business. Returns of traffic through the Lachine Canal during September, showed a heavy increase in all departments over the returns for September 1906, especially in the amount of grain handled. Returns from the Sault Ste. Marie Canal for September were as follows:—

	U. S. Canal.	Canadian Canal.	Total.
Freight:			
East bound, net tons	4,950,629	2,002,380	6,953,009
West bound, net tons.	1,127,432	452,265	1,579,697
Total, net tons.....	6,078,061	2,454,645	8,532,706
Vessel passages, No...	2,029	893	2,922
Registered tonnage net	4,691,504	1,794,629	6,486,133

Street Railway earnings continued to show heavy increases compared with the corresponding months of 1906. For example, the British Columbia Electric Railway reported gross earnings of $151,340 for July, 1907, compared with $103,013 for July, 1906. The Montreal Street Railway Company reported total earnings of $329,755 in August, 1907, compared with $300,278 in August 1906. The Toronto Railway Company's earn-

* For statement with reference to the investigation of Board of Railway Commissioners in this connection see under heading "Notes" below.

ings were $319,797 in August, 1907, against $275,836 in August, 1906, while for the eight months ended August 31 the total increase amounted to $233,720 over the corresponding period of 1906.

The report of the Grand Trunk Railway for the half year ending June 30, 1907, showed gross receipts of £3,381,259, an increase of £359 578. Working expenses were £2,436,544, an increase of £301,723, leaving net traffic receipts of £894,716, an increase of £59,855. Including interest on bonds the total net receipts were £1,025,793, an increase of £80,925. Passengers carried numbered 4,936,000, an increase of 319,000. The total freight hauled amounted to 8,510,000 tons, an increase of 912,000 tons. The increase in expenditure was attributed to the rise in wages and the difficulty of keeping men in the Company's employ. It was decided to inaugurate a pension fund for the benefit of employees.

In the address of the President of the C. P. R. Company on the occasion of the presentation of the twenty-sixth annual report, it was stated that by the end of the present season 361 miles of canals and ditches will have been completed in Western Canada, sufficient to give water to approximately 210,000 acres out of a total of 350,000 acres to be served in that section, and that the ultimate cost of the work, will be in the neighborhood of $6.50 per acre. There are now in the service of the Company 74,000 officers and employees, with a monthly pay roll of $3,700,000, which on an ordinary basis of five persons to a family would represent a population of 350,000 souls. The total assets of the Company were estimated at $200,000,000.

The use of lignite on locomotives in Western Canada was forbidden by order of the Railway Commission on October 1st.

The Arbitration Board appointed to settle differences between the Grand Trunk Railway Company and the Intercolonial Railway with regard to certain traffic agreements rendered its award during October in favour of the Intercolonial Railway. The effect of the award is that traffic for Intercolonial points originating on the Grand Trunk system west of Montreal must be forwarded via Montreal and the Intercolonial Railway, thus causing an increase of business on the latter system.

The Trades.

Building.—There was a decrease in the amount of employment, both as compared with September, 1907, and the corresponding period of 1906. Good progress was made with the several contracts under way, but the amount of new business in sight was considerably less than October, 1906. The classes chiefly affected were bricklayers, masons, stonecutters and other outside workmen; carpenters, plumbers, etc., being for the most part very busy on inside work. The prevailing stringency in the money market was regarded as the chief cause of the decline in activity. There was a large movement in structural steel, brick, stone, cement, lumber and other building material, as is usual at this time of the year, though the movement was not as heavy as at the corresponding period of 1906.

Metal, engineering and *shipbuilding.*—The several branches had a busy month, iron and steel workers, electrical workers and linemen, and employees in shipyards being particularly active.

Woodworking and *furnishing.*—Active employment continued among woodworkers, carriage and waggon makers, coopers, etc. Sash and door factories were less active than in the earlier months of the season

Printing.—The month was less active in a few localities, but in the larger centres employment continued exceptionally busy, with men in many cases in demand.

Clothing. — Journeymen tailors were busy on fall orders, and garment workers were well employed. Boot and shoe workers continued somewhat quiet.

Leather. — Owing to the continued weakness in the market for hides, tanners and curriers were meeting only the requirements of the trade. Trunk, bag and harness makers, and novelty workers were busy.

Food and *tobacco preparation.*—With the advent of cool weather, trade among bakers showed an improvement. Confectioners were well employed, many factories working overtime in preparation for the fall and holiday trade. Cigarmakers and tobacco workers had a good month.

Miscellaneous.—A fair month was reported among barbers, hotel and restaurant employees, clerks, stenographers, etc. In Western Canada there was the usual autumn surplus of workmen seeking light employment.

Unskilled labour.—The month was less active than September and in some of the cities there was a surplus of labour, owing to the cessation of civic improvements, building and other outside employment. This however, was largely absorbed by the demand for additional men to work on railway construction, in the lumber camps and in coal mining throughout Canada.

Canadian Trade and Revenue.

Foreign trade. — During September, 1907, the total value of imports entered for consumption was $28,747,392, compared with $28,296,614 in September, 1906. Total domestic exports during September, 1907, amounted to $25,703,586, compared with $21,337,915 in September, 1906. Increases in exports during the month took place under the heading of The Mine, The Fisheries, The Forest, Agriculture and Manufactures, while under the heading of Animals and Their Produce a decrease occurred.

Imperial trade.—According to reports received from commercial agents at the Department of Trade and Commerce, Canada, there is a good outlook at Leeds and Hull, Eng., for Canadian turkeys and chickens for the holiday trade, and for Canadian tool handles and apples. Canadian pears, properly packed, are in demand at Bristol, Eng. A good opening for Canadian clothing and textiles was reported in Australasia.

Domestic trade.—There was a good tone in general trade, though wholesale trade was characterized by caution, especially in connection with orders from western Canada. The movement of winter drygoods was heavy. Hardware merchants also had an active month's business. Groceries were active. The money stringency, however, tended to curtail trade in several lines. Canadian securities were on a lower level than for some months past.

The annual report of the Molson's Bank showed net profits for the year ending September 30, 1907, of $571,026, an increase of $136,358 compared with the preceding year.

Canadian revenue.—Total revenue on Consolidated Fund during October was $8,223,071.80 and $58,257,779.88 during the seven months ended October 31, 1907. Expenditures on capital account totalled $3,092,931.93 for the month and $13,107,834.38 for the seven months period.

Notes.

The ninth annual convention of the *Canadian Wholesale Hardware Association* was held at Montreal, Que.

The annual meeting of the Province of *Quebec Postmasters' Association* was held in Sherbrooke on the 18th October. About 25 members were present.

The fifth annual meeting of the *Maritime Funeral Directors' Association* was held at Charlottetown.

A commission appointed by the Government of Saskatchewan to report concerning the *organization of municipalities,* issued its report on October 1st.

The annual *assessment returns* of several of the cities for 1908 show a substantial growth in population and valuations during the past year.*

Schools of *domestic economy* under the auspices of the Fédération Nationale St. Jean Baptiste were opened at Montreal, Que., during October.

A deputation from the city of Toronto waited on the Right Honourable the Prime Minister during October and requested the appointment of a commission to assist in promoting *technical education* in Canada.

The commission appointed by the Government of Nova Scotia to inquire into the question of *old age pensions* for

* See reports of Montreal, Brantford, Woodstock and Hamilton and other correspondents.

workmen employed in the mines of that province held sessions for the taking of evidence during October at Sydney Mines, Glace Bay, Springhill and other points.

During October, a circular was sent out by the executive of the Trades and Labour Congress of Canada to the various unions affiliated with the Congress, requesting an assessment of ten cents on each member for the purpose of raising a fund to enable the Congress to send a representative to Great Britain for the purpose of disseminating information with regard to *conditions in the labour market* in Canada.

A true bill was returned by the grand jury at the Hamilton assizes on October 11th in the matter of the indictment of the *Wholesale Grocers' Guild* of Canada, for combination in restraint of trade. An extended review of the case and of the nature of the charge was given in the address of Chief Justice Falconbridge to the grand jury on this occasion** The trial will be proceeded with in January, 1908.

The first annual meeting of the *Rational Sunday League* was held at Toronto. Resolutions were passed favouring the repeal of the clauses of the Lord's Day Act passed in 1906 forbidding the opening of public galleries, museums, art galleries and other institutions on Sunday; obstructing transportation, mercantile and manufacturing interests; restricting the running of street cars; and forbidding the charging of a fee for admission to entertainments on Sundays.

During the past year the following clause has been inserted in all contracts awarded by the Government of the Province of Alberta:—

"It is distinctly understood that the contractors have accepted this contract upon the understanding that they will pay the labourers, workmen and mechanics employed by them the current wages of such labourers, workmen and mechanics in the locality where they are employed."

Previous to the adoption of this clause, little work was carried on by contract by the Government of Alberta.

A report was received on October 14 from an officer of the Board of Railway Commissioners dealing with the question of the *coal supply* in Western Canada. It was stated that a shortage of cars for the moving of coal prevailed during April, May, June and July of the present year, as a result of the severe winter, the strike in the coal mines, and the work of moving the grain crops. By the middle of August, however, the shortage was overcome, and more cars were on hand than were needed. On August 2, there was in store at prairie towns west of Winnipeg over 25,000 tons of coal for domestic use, exclusive of that delivered to consumers, and more was coming in. The railway companies had large quantities of steam coal in stock at different points. The mines were reported to have been hampered by a scarcity of labour. No shortage of cars for hauling coal was expected during the balance of the season.

The 11th annual report of the *Free Municipal Labour Bureau* of the city of Montreal, was submitted to the members of the financial committee under date of November 2. The report showed that during the year ended October 31, 1907, a total of 2,032 situations were obtained as follows:—

Labourers, 633; male cooks, 68; masons, 2; carpenters and joiners, 64; stable and yard men, 47; bottle washers, 8; carters and coachmen, 55; kitchen helpers, 129; firemen, 14; clerks, 13; servant girls, 29; riveters, 30; scrubwomen, 69; waiters, 54; rock drillers, 27; chambermaids, 2; printers, 61; nurses, 3; farm labourers, 355; tinsmiths and roofers, 4; factory employees, 22; door keepers, 2; housekeepers, 3; office clerks, 3; apprentices, 5; female cooks, 15; blacksmiths, 6; railway labourers, 105; agent, 1; upholsterers, 5; dining room girls, 11; sewing girls, 3; painters, 19; electricians, 7; pressmen, 4; bakers, 4; laundry employee, 1; barbers, 2; gardeners 9; storekeepers, 2; elevator conductor, 1; polisher, 1; plumbers, 3; office boy, 1; butcher, 1; machinist, 1 pastry cook, 1; piano player, 1; harness maker, 1; sick nurse, 1; bushmen, 118; steam fitter, 1.

The above situations were obtained gratuitously, no fees, either directly or indirectly, being charged to employers or employees.

At the semi-annual meeting of the *Workmen's Store Company, Limited,* (co-operative) of Dominion, C. B., held on September 30, total receipts for the half year, amounting to $29,400.67, were reported, with a total expenditure of $28,833.96. The expense account amounted to $2,676.25. The assets of the company were estimated at $17,239,-96, and the liabilities at $14,837.17. The business of the company for the past 4½ years was set forth as follows:—

** For a reference to previous proceedings against the Guild, see the *Labour Gazette*, Volume VI, pages 785, 910, 1023, 1149, 1190.

Sales by Years.		Profits.	Division of Profits.			Rate of dividend on members' payments.
			Reserve.	Interest.	Dividend.	
First	$17,519.08	$ 1,820.18	$ 182.01	$ 139.32	$ 1,333.41	10 per cent.
Second	38,049.93	3,693.70	369.37	301.04	2,947.47	10 "
Third	43,036.80	4,611.59	461.15	371.23	3,777.84	9 "
Fourth	49,951.42	5,916.01	591.60	512.15	4,739.10	10 "
Six months	28,832.58	2,399.79	240.27	300.18	1,825.48	7 "
Total	$177,439.81	$18,441.27	$1,844.40	$1,623.92	$14,623.30	

Under date of October 21, an application was received from the Grand Trunk Railway Company of Canada for an order under the Railway Act permitting that company, its servants, workmen and agents, in order to prevent undue delay to traffic, to do, on any Sunday, work incidental to the continuance to its destination of freight in transit at the beginning of such Sunday, notwithstanding that the cars containing such freight, and forming part of any train so in transit, may not have a common destination, but may require to be switched, shunted, or otherwise dealt with at railway yards, divisional or other points, for the purpose of being sent on to their several destinations. Also for an order permitting the said company to do such work upon any Sunday as may be necessary for the purpose of furnishing to persons engaged in any manufacturing or other industry, or to shippers of live stock, a continuous railway service, without which such persons would be unduly hampered and delayed in their business. And for such further order as to the Board may seem meet upon the evidence to be adduced before them as hereinafter stated. This is the first application of the kind that the Board has received, and the matter has not yet received its consideration.*

At the annual convention of the Fishermen's Union of Nova Scotia, held at Halifax, N. S., Sept. 27 and 28, the following resolution was passed:—

"Whereas the conference of the Maritime Board of Trade held at St. John adopted a resolution favouring the appointment of a Fishery Board on the same lines as that of Scotland, for the purpose of directing and controlling the fishing industry of the Maritime Provinces;

"And whereas a pamphlet has been issued setting forth the object of said Board and outlining some of the methods contemplated with express intention of obtaining the concurrence of the Dominion and Local Governments;

And whereas, after carefully considering the proposition in all its aspects, we are convinced that a Board so constituted and so conducted would not prove beneficial to the fishermen or the fisheries at large;

"Therefore resolved, that this station recommend that the Fishermen's Union of Nova Scotia ask the Dominion and Local Governments to proceed with due caution in dealing with this question and to secure by all practical means full information upon the question before any decision is reached."

* See statement under heading of "Recent Legal Decisions affecting Labour" in the present issue.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of October, Mr. R. F. Gofton was appointed correspondent to the *Labour Gazette* for Berlin, Ont., and district, in the place of Mr. H. Peters, resigned.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during October were active. All the larger industries continued busy, including the railways, foundries, factories and other works of the district.

Both the Sydney and Sydney Mines steel works had a brisk month. Steel products were in great demand.

The coal companies whose markets lie along the St. Lawrence are doing their utmost to fill their contracts before the shipping season closes. Some of the companies are behind in deliveries and only under the most favourable conditions will the Montreal district receive its full quota. Every mine of

the Island of Cape Breton was working steadily to supply the demands of the trade. The outlook is that the output of the year will fall below that of 1906. The short shipping season, with the Springhill strike, have operated against the expected gains.

Shipping was brisk, and rail transportation heavy. The building trades were active. The wholesale and retail trades did a good business.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The grain and root crops were a good average, but the weather was very unfavourable. Much of the hay on the marshes throughout the Province could not be cut owing to wet weather, water covering nearly all the low lying parts. The quality of the potato crop on low ground has been much reduced by the same conditions.

Lumbering.—Provided weather conditions are favourable, the lumber trade of the coming winter will equal last winter's, spruce deals excepted. The price of the latter has fallen within the past month, and lumbermen have decided to refrain from putting more of them on the market until prices improve.

Fishing. — Fishermen reported good catches throughout the fall, many of them carrying the largest loads in years.

Railway construction.—A contract for building seven miles of railway connecting the new Dominion collieries at Lingan with the Sydney and Louisburg Railway at the head of Grand Lake has been let. Men are busily employed on the railway, as well as developing the new colliery. A second colliery will be opened in the Lingan or Victoria district early in the spring.

Mining.—The North Atlantic Coal Company is rapidly developing its areas at Port Morien.

The output of the Dominion collieries for September was 323,733 tons against 333,779 tons in September, 1906. The Hub mine, which was in operation last year, is not producing coal at present, owing, it is said, to labour conditions at Dominion No. 6; the company will erect a number of houses and put in a double track around the collieries. The output of the collieries of the Nova Scotia Steel Company for September was 49,000 tons, a slight decrease on the output of the previous month. Sydney No. 4 is the new colliery, from which, as yet, no coal has been shipped. Work on the short railway spur connecting the colliery with the main line is well ahead, and the line will be ready as soon as there is any material output from the colliery. Mabon mine will be developed during the winter with the view of a good output next summer. A new slope is being driven at the Joggins. When completed, all the output will be drawn from this source.

CONDITION OF PARTICULAR TRADES.

The several skilled trades were active, with unskilled labour in keen demand.

WESTVILLE, N. S., AND DISTRICT.

Mr. Tom Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes were fully employed, with a demand at many places, especially at the collieries, for more men. The collieries in this district, while maintaining their average output, find it difficult to keep up with the demand. The strike at Springhill, has caused the loss of a large output of coal to the province and country, which is by no means well stocked with fuel for the coming winter.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported good grain and root crops, with good prices prevailing. On Oct. 21st, however, the district was visited with one of the worst snowstorms that ever occurred in October. Some farmers were caught with part of their late grain out, and many with their potatoes and fruit ungarnered. Milk vendors have advanced the price of milk one cent per quart.

Lumbering.—Quietness prevailed.

Manufacturing.—Business was good.

Mining.—The output at the Drummond colliery for the month of September was: Coal, 23,064 tons; coke, 622 tons; fireclay, 634 tons; fire brick, 115,000. The pay sheet for the month was a little over $38,000. At the Acadia collieries the output was well up to the usual. The trouble caused by the boys at the Acadia collieries, Westville, refusing to go to work because the company would not agree stop work at 2 p. m. on Saturdays, terminated, after a strike of three days, by the boys going back to work without gaining their point. The Allen shafts are making headway in development work under and above ground. Leading places in the mine are going on double shifts, the coal proving of excellent quality. Overground, the large steel bankhead is nearing completion.

Other industries.—The town water extension is now completed. The men are at present employed putting in connections for house services and extending the water limits.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been marked activity in the labour market during the past month. Work on the arena, the Silliker car works, and the new round house was being pushed. Business was good for the season. There are over 1,000,000 feet of lumber in the new arena, the largest amount of lumber ever put into one building in Nova Scotia. The large hard pine sticks, 50 feet long, have arrived and are placed in position.

The announcement that local technical schools will open in November has caused much satisfaction.

The condition of the wholesale and retail trades has been up to the standard. The only unrest in the labour field was a strike of boilermakers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops will be good. Of the apple crop, the president of the Nova Scotia Fruit Growers' Association made the following statement:—

Nova Scotia will export from 400,000 to 500,000 barrels of apples of good quality, varieties about as follows:—

85,000 Gravensteins.
90,000 Ribston Pippin.
70,000 King.
70,000 Baldwin.
50,000 Gold Russet.
60,000 Nonpareil.
50,000 other varieties.

Owing to a heavy gale on October 10th, which shook about 50,000 bbls. off the trees, the quality, quantity and price will be reduced.

Fishing.—This industry was fairly active.

Lumbering, manufacturing and mining.—Conditions were normal.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had a good month. Carpenters and joiners were well employed. Lathers and plasterers were busy, but painters, except those employed on inside work, were not active. Plumbers, gas and steamfitters were normally employed, with stonecutters and builders' labourers fairly active.

Metal.—There was not much change in conditions.

Woodworking and furnishing. — Conditions were normal.

Printing and allied.—Printers and bookbinders were busy.

Clothing.—Journeymen tailors and garment makers had a fair month.

Leather.—These trades were fairly active.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and laundry workers were very busy.

Transport.—All branches were busy.

Unskilled labour maintained its activity when weather conditions permitted.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During October there was abundant employment for all classes of labour in

Amherst and vicinity. Building operations were very brisk, and the season will be satisfactory. The Amherst Boot and Shoe Company is erecting a large three story brick structure as an addition to its present large quarters. It will give room for about 200 additional hands. In the various large industries of the town the outlook for the coming winter is entirely satisfactory. The collieries throughout the province have absorbed a large number of the men on strike at Springhill. With the approach of cold weather, the scarcity of coal is being felt severely. Building operations in Amherst this season did not equal those of last year, largely owing to the fact that money could not be secured on mortgage, notwithstanding this fact, however, the amount spent will probably total over $300,000. The new buildings include two banks, rolling mills, two large brick blocks, a brick extension to the Amherst Boot and Shoe Company's premises, an enamelling plant, an extension to the Malleable Iron Company's works and about forty dwellings. Men were scarce during the summer months, but the supply and demand are now about balanced.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—October witnessed the close of one of the most unfavourable seasons to agriculture in the history of this province. In the first place the hay crop was light, being probably only about 85 per cent. of the average crop. Heavy rains set in during the haying season, and have continued with brief intervals ever since, resulting in the loss of thousands of tons of hay and grain. The potato crop suffered also from the continued wet weather, and in this immediate vicinity the chances are that the crop will only average about 50 per cent. Considering the high prices that already prevail the outlook from a consumer's standpoint is unsatisfactory.

Lumbering.—The shipping season has practically closed. The shipments were well up to the average, large quantities being shipped to the European market. The cut for this coming winter promises to be light, as the small operators consider it unprofitable to go into camp.

Manufacturing. — All industries, including woollen mills, rolling mills, car shops, foundries and machine shops, boot and shoe factory, etc., were busily employed.

Mining.—The Springhill strike is still unsettled, but the smaller collieries were actively engaged with a growing output. The supply of coal is decidedly short; prices have advanced and a further increase is anticipated before the winter is over. The price of coal in a district adjoining half a dozen collieries, is regarded as too high, considering the cost of production.

CONDITION OF PARTICULAR TRADES.

Building.—All lines were actively employed. Masons and bricklayers especially were in demand.

Metal.—Metal workers reported an active and prosperous month.

Woodworking.—Business was brisk.

Clothing.—Tailors were fairly busy. Boot and shoe makers were in demand.

Printing.—Printers were very busy.

Unskilled labour —There has been a great demand for unskilled abour until the present time. From now until spring, however, the present supply will suffice.

DISTRICT NOTES.

The power (electric) being furnished by the Maritime Railway Power Company to the Amherst industries is giving great satisfaction. The power is generated by waste coal from the mouth of the mine, and transmitted to Amherst, a distance of 8 miles. This is the first plant of its kind to be established in North America.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during October differed very

little from September, supply and demand being well balanced. Wet weather during part of the month interfered somewhat with outside operations, but at the close finer weather prevailed and outside work was progressing well. The building of the new works for the Prince Edward Island Railway, and the new railway wharf, furnished employment for a large number of men. At Souris and Summerside, there is a considerable amount of work for the Dominion Government going on. Owing to the late harvest, potato shipping had hardly started at the beginning of the last week of the month. Wholesale and retail dealers reported a good trade, comparing favourably with conditions last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—At the close of the month a considerable quantity of potatoes had yet to be dug throughout the province, and a number of fields of grain were still in stook in certain sections where the land is low, as the unusually heavy rainfall during October had made the harvest very backward. The season opens with high prices for all kinds of produce. Oats, of which there was an abundant crop on this Island, are quoted at 50 cents, a remarkably high price for the opening of the season. Farmers were somewhat handicapped by the scarcity of labour, but the return from the West of a large number who went on the harvest excursions, will relieve the situation in a measure.

Fishing.—The stormy weather of the first part of the month interfered considerably with the catch of oysters, but the price this year is about $2.00 per barrel more than last season, being the highest in the history of the Island. Over two hundred boats are employed in this industry, and some men make as high as $50.00 per week. With the exception of a little cod, oysters were the only fish taken during the month.

Manufacturing. — The few factories were conducted under normal conditions, supply and demand being about equal.

Railroad construction and employment— The new car works and shops of the Prince Edward Island Railway, are now in course of erection, and several other minor works have been begun on different parts of the line. The supply of labour in this department is scarcely equal to the demand, and advertisements for men are still in the papers.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons were active. Carpenters and joiners were busy. Lathers and plasterers, painters, plumbers, gas and steamfitters, stonecutters and builders' labourers, were active.

Metal, engineering and shipbuilding.— Iron moulders, iron workers and helpers, machinists and engineers were busy. Steam engineers, electrical workers, linemen, blacksmiths and sheet metal workers were active.

Woodworking. — Woodworkers, upholsterers, carriage and wagon makers, car makers and coopers were active.

Printing.—Printers and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparations.—Bakers and confectioners, butchers and tobacco workers were active.

Leather.—Tanners, curriers and saddlers were active.

Miscellaneous.—Barbers, clerks, hotel employees and laundry workers were active.

Transport.—Railroad conductors, locomotive engineers, firemen, railroad telegraphers, train men, switch men, freight handlers, steamboat men, longshoremen, teamsters and expressmen were active.

Unskilled labour.—There was a good demand for men.

DISTRICT NOTES.

The following is a conservative estimate of the value of farm crops in Prince Edward Island for the present year:—

Wheat	$ 650,000
Barley	125,000
Oats	4,000,000
Mixed grain	250,000
Buckwheat	25,000
Potatoes	600,000
Root crops	600,000
Hay	2,000,000
Total	$8,250,000

If to this be added the value of the dairy products and of the 20,000 lambs that will be exported this year, the total value of the farm crops for this year at the prices farmers are receiving at the present time for these crops is fully eight and three-quarter millions of dollars; or if the present population of the Island be 100,000, $87.50 for every man, woman, and child, or $437.50 for every family of five in this province.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

October produced no changes in the condition of the labour market from the preceding month. Artizans and labourers of all kinds were in good demand and found ready and steady employment. Farmers, painters and the employees on the sewers, water-mains and foundations of the I. C. R. shops were seriously handicapped by the continuous wet weather. Building operations were rapidly forwarded in view of the near approach of cold weather and the demand for carpenters, masons and builders' labourers was much greater than the supply. The number of buildings erected in the city and suburbs is much in excess of previous years. The Massey-Harris Block and the fire station are nearing completion, and though much retarded by the wet weather good progress has been made in the construction of the I. C. R. shops. Reductions will be made in the staff, but it is intended to keep a considerable number of men at inside work during the winter. In the foundry, machine shops, and in fact all other local industries active conditions prevailed. The cotton factory operated by the Dominion Textile Co. reported a good season's work and with sufficient orders ahead to assure plenty of work throughout the winter. The payroll with 237 operatives amounts to about $2,800.00 fortnightly. Sixty hours constitutes a week, eleven for the first five days and five hours on Saturday. An increase of 10 per cent. in wages affecting the whole staff came into effect early in the season. Relations between operatives and management appear satisfactory and about fifteen additional weavers could be placed.

Merchants reported wholesale trade good, and retail trade active. Houses are scarce, and rents high. Real estate is active and firm. There were no change in wages or hours of labour, and no labour disputes.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very busy under exceedingly trying conditions harvesting their marsh hay, grain and potatoes. Never in the history of this section has the harvesting season been so prolonged. Considerable hay will not be cut, grain was harvested in poor condition, and the potato crop which, particularly upon low grounds, was much affected by rot, suffered further loss by the exceptionally heavy frost of the 20th inst. Produce commanded a high figure. Hay was quoted at $16 to $18 per ton, oats 60 cents per bushel, pork 9 cents per carcass; butter is exceedingly scarce, also eggs. The former retails at from 27 cents to 30 cents per pound, and the latter at 28 cents per dozen.

Railway construction.—The contractors plant for the construction of the 50 mile Section of the G. T. P. west from Moncton has arrived. It consists of 7 locomotives, 164 dump cars, a steam shovel and other material. Ground will be broken at once. The company brought its own drivers and shovel hands, but requires about 150 workmen for whom $1.75 per day is offered. Work will be continued throughout the winter. The contractor for the double tracking of the I. C. R. from Moncton to Painsec, owing to difficulty in securing labour and the excessive amount of rain this fall, have temporarily suspended work.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers were busy, and carpenters and joiners very active.

Plasterers, painters, stone cutters and builders' labourers were very busy.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers were busy. Machinists, engineers and linemen were active. Stove mounters, boilermakers and blacksmiths were very busy.

Woodworking and furnishing. — All classes of woodworkers were very busy.

Printing and allied.—Printers, pressmen and book binders were all very busy.

Clothing. — Journeymen tailors were active and garment workers very busy.

Food and tobacco preparation.—Bakers and butchers were very active.

Leather.—Tanners and curriers were busy, with leather workers and harness makers active.

Transport.—Railway crews were active, and freight handlers very busy. Carters, teamsters, and express men were well employed.

Unskilled labour.—For this class the demand was greater than the supply. Wages were $1.50 to $1.75 per day.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active during October, all trades being well employed. Unskilled labour was in great demand, the St. John Street Railway Company offering $2 per night for men to work at double tracking. The St. John iron works received an order for machinery from Sweden during the month. A new pulp digester of the latest pattern was added to the Partington plant.

The St. John County Teachers' Institute held a two days' session, October 10-11, when the following resolution was unanimously adopted:—

RESOLVED: It is desirable in the interests of the public schools of this province that a system of pensions for aged or disabled teachers be established and maintained by the provincial government at the earliest possible date, and it is the opinion of this Institute that such a system can be more economically and efficiently administered by the government through the Board of Education than by any other agency.

Bank clearings for the four weeks ending October 24 were $5,077,685, and for the corresponding period last year $5,037,992, being $39,693 greater in 1907 than in 1906, and $1,486,956 less than for the five weeks ending Sept. 26 of the current year.

The prices of various staples continue to increase, flour being nearly $2 per barrel higher than last year. Creamery butter is selling for 37 cents per lb., while market and tub butter fetches from 30 to 33 cents. Fresh eggs are selling at 35 to 40 cents per dozen. During the past year, Manitoba flour has advanced $1.60 per barrel, being now quoted at $6.95 and Ontario patents have shown an advance of $1.65, with a present quotation of $6.10 per barrel. Oatmeal has advanced from $4.90 to $6.90. Condensed milk has increased 5 per cent. Cornmeal has increased from $2.60 to $3.60 per barrel. Barley is quoted at $5.25 per barrel, an increase of 75 cents over last year, while beans have advanced 70 cents on the bushel, and split peas 50 cents. The price of Canadian starches has become 10 per cent. greater during the year, and the lower grades of tea are now from 70 per cent. to 80 per cent. higher than they were a year ago. Beginning with November 1st, 8 cents per quart will be charged for milk.

The I. C. R. freight handlers held a meeting October 13, and decided to send a petition to the railway department in the matter of wages. The directors of the St. John Street Railway Company have decided to give an increase to their employees, as follows: 16½ cents per hour for the first year's service; 17½ cents for the second year, and 19 cents for the third year and afterward. The men had petitioned for an increase.

According to the present schedule, there are twenty sailings of the mail steamers to St. John. The "Victorian" will make her first trip to St. John from Liverpool on November 22, and will leave St. John, December 6. The remainder of the service will be made up of the "Virginian," "Ionian," "Grampian," "Corsican" and "Tunisian."

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from Carleton

county state that the hay and oat crop is abundant, but owing to the lack of dry weather, wheat is not up to the average. Beans will yield fairly well, and buckwheat will be a good crop. Dealers predict high prices, $8 being paid for loose hay and 40 cents a bushel for oats. The heavy frost of October 25 put an end to potato digging, and nearly 200,000 barrels are still in the ground. There will be a loss of $200,000 to Carleton County farmers, as the price has advanced from 80 cents per barrel to $1. At Florenceville, pressed hay sold at $10.50 a ton, oats at 45 cents a bushel, and potatoes at $1 per barrel. Ten years ago, hay sold at $4 per ton, and oats at 18 cents per bushel.

Fishing.—Sardine herring fishing has been very good, and those already taken have been sold at $3 per hogshead for lobster and haddock bait. About 3,500 barrels have already been caught. Large schools of gaspereaux have been netted on the Kennebecasis River.

Mining.—The directors of the Lepreau iron mines received and accepted the offer of the Dominion Iron and Steel Company to rent areas at Point Lepreau. The lease will be made for eighty years, and it is the intention of the new owners to begin prospecting at once. The Steel Company will pay 25 cents royalty on all iron taken out, and must work the mine continuously.

CONDITION OF PARTICULAR TRADES.

Building.—The several branches were active.

Metal.—Iron moulders, iron workers and helpers were busy. Machinists and steam engineers were active. Electrical workers and linemen were busy, and blacksmiths active, boilermakers busy and sheet metal workers very busy.

Woodworking. — Woodworkers and shingle weavers were active.

Printing and allied.—Printers, pressmen and bookbinders were active.

Clothing. — Journeymen tailors were busy.

Food and tobacco preparations.—Bakers and confectioners were busy, with cigarmakers active.

Miscellaneous. — Broom and brushmakers were active.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen and freight handlers, street railway employees, teamsters and expressmen were busy.

Unskilled labour was very busy.

DISTRICT NOTES.

Arbuckle.—D. Fraser & Sons have made arrangements with the C. P. R. to take over the plaster works.

Aroostook Falls.—The formal opening of the Maine and New Brunswick Light and Power Company took place October 17. The company has a plant of about 5,000 horse power, and intends supplying electric power to several towns in Maine, and to Perth and Andover in New Brunswick.

Fredericton.—The bakers of this city have increased the price of bread from 8 cents to 9 cents per 2 lb. loaf. The price of flour has gone up $1.80 per barrel since last May, and lard has increased 4 cents per pound in the same period. Sugar, butter, eggs and fuel have also increased in price, and the bakers say they were compelled to raise the price.

Sackville.—The Electric Light Company is projecting a reconstruction of its plant, and will put in two new and powerful dynamos, which will raise the voltage from 220 to 2,200. The Sackville freestone quarry has enjoyed a season of exceptional prosperity.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and P. J. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Wet weather in the early part of the month delayed outside operations, about six days being lost. Otherwise the month compared very favourably with September for all classes. The demand for labour continued active, especially for men to work in the lumber camps during the

coming winter. The wages offered ranged from $30 to $40 per month, or about $5.00 higher than last year. This caused a scarcity of employees in the sawmills, which were still working to full capacity.

The price of bread was increased from 18 to 20 cents per six-pound loaf, on October 21. At a meeting of milkmen held in the City Hall on October 28 it was decided that owing to the large increase in the price of fodder, the price of milk from November 1 would be 10 cents per quart. The following tables show the prices of hard and soft wood and breadstuffs in Quebec on October 12 and 26, 1907, respectively:—

PRICES OF HARD AND SOFT WOODS.

Nature of—	Length	October 12	October 26
Maple	3 feet	$7.50 per cord	$7.50 per cord
"	2½ "	5.50 "	$6.00 to 6.50 "
Wild cherry	3 "	$6.00 to 6.50 "	7.00 "
"	2½ "	5.00 to 5.20 "	6.00 "
"	2 "	4.50 "	5.00 "
Cypress	3 "	4.50 to 5.00 "	4.50 to 5.00 "
Birch	3 "	5.00 "	5.00 "
"	2½ "	4.20 "	4.60 "
Tamarac	2½ "	4.50 "	4.50 "
"	2 "	3.50 "	3.50 "
" red	3 "	5.50 "	5.50 "
" "	2½ "	4.50 "	4.50 "
Beech	3 "	5.00 "	5.00 "
"	2½ "	4.50 "	4.80 "
Wild cherry slabs	3 "	5.50 "	6.00 "
Soft wood slabs	per load	1.50 to 1.75	1.50 to 1.75
" blocks	"	2.00 to 2.30	2.00 to 2.30

PRICES OF BREADSTUFFS.

Nature of—	Quantity.	October 12.	October 26.
Flour, winter patent	per barrel	$4.75–$5.00	$5.30–$5.75
" Manitoba patent	"	6.00– 6.25	6.50– 6.75
" straight roller	"	4.50	4.75
" extra	"	4.25	4.50
" superfine	"	4.00	4.25
" baker's special	"	5.50– 5.80	5.90–6.00
" strong bakers'	per 98 lbs.	2.75– 2.80	2.80–2.90
" Ontario patent	"	2.40– 2.45	2.65–2.70
" straight roller	"	2.35	2.60
" extra	"	2.00	2.50
" superfine	"	1.90	2.25
" fine	"	1.75	2.00
" patent Hung	"	3.00	3.20

The *Keewatin* and *Assiniboia*, the two Canadian Pacific railway vessels intended for the traffic of the upper lakes, were successfully cut in two during the month and forwarded through the canals.

It is expected that the Canadian Northern Railway trains will enter Quebec before the end of the year.

The opening of the free night schools provided by the provincial government took place on October 7.

The Chateau Frontenac extension i under way, and considerable progres has been made in the work of laying th concrete foundation. The Dominion gov ernment is erecting a steel lighthous on the breakwater, to replace the woode structure at present in use there.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had an unfav ourable month owing to wet weather an

arly frosts. Great difficulty was experienced in saving the crop, and in ome sections the loss has been considrable. Plowing is very backward.

Railway construction. — The Quebec ailway, Light and Power Company as finished building a new siding at imoilou Junction, a short distance bew the station on the river side of the rack.

CONDITION OF PARTICULAR TRADES.

The *building* and *metal* trades were tive, with some branches of the latter usy. The *printing* trades were busy, nd *tailors* were very busy. *Boot* and *oe workers* were dull. *Bakers, butchers* nd *ice cutters* were quiet, as were also otel and *restaurant employees, ship laourers* and *longshoremen. Railway emloyees* were active and *unskilled labour* as busy.

DISTRICT NOTES.

The contract for the construction of he new waterworks system which it is roposed to install in the parish of Notre ame has been awarded by the council that municipality. The contract calls r the completion of the work by the first July, 1908.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was in good deand throughout October, and comures favourably with the previous onth. There are several large business uildings yet in course of erection which ill keep the building and allied trades mployed well into the season. The achine shops and factories were running ll time, especially the former, where ght shifts were running. There was a ood demand for skilled machinists, and so for help in the woollen and carpet factories. The Mathieu Medicine Company of Sherbrooke has placed the contract for a large four storey building; work has been commenced on the E. & I. Fairbank's Shops; the Genest Block is about finished as is also the new four-storey cigar factory erected by W. R. Webster & Co. Work on the new hospital is still proceeding, and it will be some time yet before the carpenter work will commence. There are also several dwelling houses in course of erection. The City Council will proceed with the extension of the water works system as soon as certain expropriation proceedings for a piece of land held by the British American Land Company have been completed.

The City Council has made another offer to the Sherbrooke Power, Light and Heat Co. for its plant. The new offer is in effect $85 in cash for each one hundred dollars ($100) share, or $95 in four per cent. city bonds for each $100 share. This would mean $185,000 cash or $195,000 in bonds, besides assuming some $80,000 in liabilities and bonds. This new offer was brought about by the stringency of the money market. It was thought better to raise the offer for a going concern to the figures mentioned, so that during the first year the profits from the plant would more than offset the increase in the amount offered to the Company. The Company will call a special meeting of the shareholders in January to decide the matter.

Wholesale and retail trades have been very active, and the labour market free from unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with their fall work. The crops did not turn out as well as was anticipated in the earlier part of the season. The potato crop has been much affected by the wet weather, and as a result potatoes were selling in the local market at from 65 cents to 70 cents per bushel, and indications point to a still higher figure. The Sherbrooke Milkmen's Association, composed of farmers from the surrounding district, decided to raise the price of milk on the 1st of November to 7 cents

per quart. Formerly the winter price was 6c., and the summer price 5c. The Association claims that even at this price there is but a small margin of profit left. It is claimed that the feed bill has more than doubled during the past 9 years. The labour problem has been a serious one with the farmer, and especially with those who keep a dairy herd, as skilled men have to be employed at a high wage. Bran, which could be bought at $9 a ton, now sells at $28; middlings now sell at $28, whereas 9 years ago, they could be bought at $12. Oats have also doubled in price.

The immigration work in connection with the Eastern Townships closed at the end of the month of October. Up to the middle of the month the Township's representative at Quebec sent forward 528 immigrants from Quebec. He also engaged 224 men in England in the winter, so that he has sent a total of 753 to date for the year. Last year he directed 624 to the Townships, so that a total of 1376 Old Country immigrants have been placed here in the past two years. He has still on hand a number of applications which he could not fill, as he worked somewhat under a handicap, in that at Quebec, he cannot change the destination of those booked to Western points. In addition to this work, the St. Andrew's Society of Richmond County has placed 40 Scotch settlers in Richmond County.

Lumbering.—Men are now in demand to go to the lumber camps. There is a scarcity of such workers.

Manufacturing.—All the manufacturing industries were running full time, and reported plenty of work ahead.

The Peerless Jewellery Company, of Sherbrooke, which is a branch of a concern in Attleboro, Mass., is now running to full capacity; it has been decided to put on a night shift to keep up with the orders from the Canadian market.

The Modern Bedstead Co., which recently secured a bonus from the town of Cornwall, Ont., will shortly move to that town. The staff here has been reduced to about 20, the others having gone on to Cornwall.

Mining.—The mining industry throughout Central Quebec was very busy. At Thetford Mines some of the companies are running night and day. There is a scarcity of help at these points to work in the pits. A syndicate of business men in Compton County and Sherbrooke has been formed under the name of the "Marsboro Gold Mining Syndicate." They have secured the mining rights on a tract of land about six miles from Lake Megantic, and will proceed at once to develop it. They now have a vein in sight which assays $30 to the ton.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were busy, with plenty of work ahead.

Metal and engineering.—All engaged in the machine shops, including moulders, have been very busy.

Woodworking and furnishing.—Woodworkers, carriage makers, and pattern makers have been busy.

Printing. — Printers, pressmen and bookbinders have been busy.

Clothing.—Journey men tailors have been very busy, and the supply has not been equal to the demand. Garment workers and glove makers have been busy.

Food and tobacco.—Bakers and confectioners have been busy, with cigar makers very busy.

Leather.—Saddlers have been very busy.

Miscellaneous. — Bakers, clerks, stenographers, delivery employees, hotel and laundry employees were in good demand.

Transport.—All branches were busy.

Unskilled labour has been in demand; no one need be out of work.

DISTRICT NOTES.

Thetford Mines.—The village is growing fast and becoming very prosperous. There is work for everybody, and for more, if they would come. Thousands of dollars are every week paid in salaries.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour as was fully employed as in September. Lumber mills, sash and door factories and other factories were running full speed and could employ more hands if they could get them. There seems to be as great a scarcity of men as during the summer. The new cotton factory is still in course of construction; also several stone and brick residences besides a large number of wooden cottages. The sash and door factory previously owned by the United Lumber Co., was reopened for the manufacture of material for the new cotton factory. Wholesale and retail trade was steady and the financial situation very satisfactory, though the bad weather and the bad roads of the neighbourhood always affect retail trade unfavourably. No changes in wages or hours were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy, and farm labourers were in demand. Threshing was in progress on rainy days and farmers were hurrying ploughing during the fine weather.

Fishing.—Very little fishing was done on the St. Lawrence river this month.

Lumbering.—Lumber mills were still sawing and prospects are for a big season.

Manufacturing.—The C. P. R. is supplying shippers better than during the previous month but the service is still far from satisfactory. Glove factories, the coffin trimmings factory, the chair and shovel factory, the boot and shoe factory, and also the candy and biscuit factory were running full time.

CONDITION OF PARTICULAR TRADES.

The building trades continued very busy. The metal and woodworking branches had all the work they could handle. The printing, clothing, food and tobacco preparation trades were all busy. Transportation companies were in need of additional men. Unskilled labour was in great demand in almost every branch of industry.

ST. HYACINTHE, QNE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were very active during October though the building trades were quiet. The month was very active among boot and shoe factories, the comparative inactivity which prevailed in the previous month having disappeared. The Ames Holden Company has made several changes in its factory in order to install additional machinery. The organ factory had a busy month. The iron industry was very active, and the orders on hand give promise of a very busy season. The corset factory, sash and door factory, tanneries, the Penman factory and other establishments were very active, more hands being taken on in many. The work of double tracking the Grand Trunk Pacific line between Ste. Rosalie and St. Lambert was going ahead rapidly, from 200 to 300 men being employed. Soundings were made during the month for a new bridge with double tracks; the construction of this will give employment to a number of additional hands. The organ pipe factory, established about a year ago, was very active with plenty of orders ahead. The free school for drawing was opened during October. A large number of male and female pupils gave in their names. Classes in painting and crayon drawing are held every Monday and Thursday at 2.30 p. m., and 7 p. m. The courses in architectural drawing take place every Tuesday evening. A large lumber exporting firm intends making St. Hyacinthe the centre of its operations. Trains

were running regularly on the new Grand Trunk branch line as far as St. Hilaire. The collection of taxes and assessments proceeded satisfactorily. In the municipal department the receipts were $4,791.71 and the expenses $2,770.65, leaving a surplus of $1,921.65. In the water works department the receipts were $1,816.93 and expenses $770.62, leaving a surplus of $1,046.41. Wholesale and retail trade was fairly active. The month's business was satisfactory considering the scarcity of money. Business is expected this year to be fully as good as last. There were no changes in wages or hours and employers and employees were in harmony.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were active, although the crops were poor in some localities, especially potatoes, which, owing to the heavy rains have rotted in some places. They were sold at from 50 to 60 cents per bushel. The price of butter continued to rise; it is now worth 32 cents per pound. Eggs were 30 cents per dozen.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters, joiners, painters, plumbers and steam and gasfitters had a fair month. The other branches were dull.

Metal and engineering.—These trades were all very active.

Woodworking and furnishing.—Woodworkers, upholsterers, polishers, carvers, carriage and wagon makers, etc., had a busy month.

Printing. — Active conditions prevailed. Bookbinders in particular had an abundance of work and overtime had to be made.

Clothing.—Tailors, garment workers and boot and shoe workers were busy.

Food and tobacco preparation.—Busy conditions were reported.

Leather.—This branch was very active.

Miscellaneous. — Barbers, clerks, delivery employees, hotel, restaurant and laundry workers were fully employed.

Transport.—Railway employees, cab drivers, teamsters and expressmen were very active.

Unskilled labour. — There were few idle men.

DISTRICT NOTES.

Sorel.—The new dredge No. 8 *Beaujeu,* will leave Sorel in the first week of November for the lower St. Lawrence, where it will be used in conjunction with the dredge *Galveston* in widening the channel near Crane Island. This new dredge was on trial in the river here for some days and was found satisfactory. This vessel has the proportions of an ocean liner and was built entirely in the Sorel dockyard. The Federal Government took charge of this dock yard in 1888. Since that time the following dredges have been built there; The *Laurier,* 188 feet in ength, a wooden vessel, built in 1896-97; the *Lady Aberdeen,* a steel vessel, built in 1898-1900; the *Lady Minto,* a steel vessel, built in 1898-1900; the *Lafontaine* in 1900-01, and the *Baldwin* in 1906-07. Powerful dredges have also been built in this yard for other provinces, among them the *Fielding,* 250 feet long, built in 1904-05, working in the ports of the Maritime Provinces; the *Progress,* steel, built in 1903-04, for the Department of Public Works. The following steam tugs have also been built since 1896. The *Cartier,* the *St. Jean d'Iberville,* the *Portneuf,* the *Emilia,* the *Lake St. Peter,* the *Montcalm,* the *Rouville,* the *Vercheres,* the *Hosanna,* the *James Howden,* the *Frontenac,* the *de Levis,* the *Champlain,* and several others for the Public Works Department such as the *Trudeau,* the *Sir John,* the *Marie Louise* and the *Lord Stanley.* A large number of coal barges, dredge scows, stone extractors and other vessels of less importance have also been built since 1896: Apart from these new constructions, repairs and improvements of dredging vessels have been made to the *Canadian,* the *Laval, Eureka, Arctic, Montcalm. Tarte, Lady Grey* and *Galveston.* The dockyard is becoming too small and extensions are made on all sides. A new wharf, 200 feet in length is being built, also a sawmill.

60 x 70 feet, fitted up with the most improved machinery. Electric power is largely used to run these machines, and 600 men are employed. In order to hasten operations the Marine Department has made arrangements with the Quebec, Montreal and Southern Railway whereby freight is delivered directly at the yards, a branch line two miles long having been built for this purpose, to be in operation in a few days. A new steel dredging machine, to be used at Cap à la Roche, is under construction. A new steel steamer will also be begun at once. A boot and shoe company has applied to the city council for an exemption of taxation on a factory which it proposes to build.

St. Johns.—About $175,000 worth of new buildings are being erected. With the exception of a hotel, a new post office, and a chapel and school of Our Lady of Secour, the sum will be spent on dwellings. Comfortable lodgings are very scarce in St. Johns and the labouring class feel the need very much. The Richelieu Cordage Company which abandoned the manufacturing of cordage many years ago will reopen its factory in a few weeks.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The progress of the city of Maisonneuve is evidenced by a recent report of the assessors to the city council.

The figures are as follows:—

Year.	Population.	Value of Real Estate.	Increases.
1897.....	2,816	$2,404,000.00	
1906.....	13,394	7,528,374.84	$5,066,988.80
1907.....	16,197	9,528,974.84	2,057,985.96

The value of rentals in 1906 amounted to	$224,126,
and in 1907 to.....	303,700,
An increase during 1907 of.....	$79,574

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Grain prices advanced during the month. They were as follows:—

Wheat, $1.05 per bushel.
Oats, 61 cents per bushel.
Barley, 75 cents per bushel.
Peas, 75 to 85 cents per bushel.
Hay, $18 to $19 per ton.

Through the lateness of the season the hay crop was small. Fodder of all kinds was very high and advancing in value, making the feeding of cattle very expensive. In consequence a number of farmers marketed their stock with the effect of causing a reduction in the price of cattle on the hoof as compared with the corresponding period of last year.

CONDITION OF PARTICULAR TRADES.

Building.—Activity prevailed in all branches. Painters and decorators began working eight hours per day, the rate per hour being the same as in summer. These are the only workers in the building trades whose hours are reduced to eight in winter.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, coremakers, machinists, etc., were better employed than in the corresponding month of last year.

Woodworking and furnishing.—Activty was reported in all branches.

Printing.—These trades were well employed.

In the *clothing, food* and *tobacco preparations* and *leather trades* active conditions existed.

Miscellaneous.—Barbers have secured an agreement for the closing of shops at eleven o'clock on Saturday nights.

Transport.—Ship labourers and longshoremen were very busy; the other branches were active.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Work in the building trades was more active than in September, owing to

improved weather conditions. Bricklayers, masons, stonecutters, structural iron workers, carpenters and builders' labourers reported that since the middle of the month they were much busier than in the first two weeks, which were rainy.

The city of Montreal has received from the street railway company the sum of $213,682.35, being the percentage on receipts payable to the city for the year's operations. The amount of the percentage for the preceding year was $177,586.52, thus showing an increase for 1906-7 of $36,095.83.

The report of the fire department of the city showed a diminution of 17 in the number of fires during October, 1907, as compared with October, 1906.

During the month of September there were received at the Montreal post-office 536 sacks of European mails via the Canadian steamship lines and 1,061 sacks via New York, or a total of 1,597 sacks of mail matter, as compared with 823 for the corresponding month of last year, an increase of 669 sacks for September, 1907.

It was stated that an English company proposes to build a new locomotive factory at Lachine, Que., to cost $3,000,000 and to employ about 1,500 men. The company has purchased a farm of 120 acres opposite Lachine station at a cost of $35,000 and is seeking a bonus and exemption from taxation from the town of Lachine.

The increase in the value of real estate in Montreal this year will amount to $17,000,000.

Business in general was very active, especially with dry goods merchants, grocers and boot and shoe merchants.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — The vegetable market was active during the month, the prices asked being from 25 to 30 per cent. higher than last year.

Manufacturing. — All classes were working to full capacity. It was stated that the rubber factories will soon commence to work overtime.

CONDITION OF PARTICULAR TRADES.

Building.—Activity prevailed in all branches.

Metal, engineering and *shipbuilding.*—Blacksmiths were busy; shipwrights, caulkers, sheet metal workers and bicycle workers were fairly well employed; horseshoers were active; the other branches were very active.

Woodworking and *furnishing.*—Woodworkers, upholsterers, varnishers, carvers, etc., were active.

Printing.—Very busy conditions were reported.

Clothing.—Tailors, garment workers and boot and shoe workers were well employed.

Food and *tobacco preparations.*—Bakers confectioners, butchers and meat cutters were busy. Cigar makers and tobacco workers were fairly well employed.

Miscellaneous.—These trades had an active month.

Transport.—Street railway employees were active, as were steamboat men, ship labourers, longshoremen, cab drivers and hackmen. Teamsters were very busy.

Unskilled labour.—Owing to the large number of Italians in the city there were many men idle. There was a large amount, however, of employment.

HULL, QUE., AND DISTRICT.

Mr. Rod. Laferriere, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued very busy, and there is no likelihood of a change in present conditions before winter sets in. Overtime was being worked in almost every factory, and there was a demand for additional labour. Large industries find it hard to get and keep their full complement of hands, while a number of new smaller industries have helped to drain the supply of labour. The large firm of Gilmour and Hughson, lumber manufacturers, has been obliged to look outside in order to secure enough men. The E. B. Eddy Company has barely enough workmen; while shantying opera-

tions are handicapped by the extreme scarcity of men.

It was stated that the Laurentide Mica Company, which is a branch of the Westinghouse Electric Company of Pittsburg, would be affected by the closing down of the latter firm's four largest branch houses in the United States, but it appears that those fears were unfounded. The Laurentide Co'y employs about 500 Hull girls, and buys almost all the mica mined in this district, thereby providing a means of livelihood for thousands of people all over the county of Ottawa, besides employing a couple thousand girls in its 14 culling establishments situated in every town or village between Buckingham and Aylmer.

Large stocks of mica are being held in Hull by mine operators, who do not care to sell under the uncertain conditions of the market. Certain mines have also been closed down. Fortin and Gravelle's extensive mines in the township of Templeton closed down sometime since, and will not start again unless assured of better conditions. A valuable market in France for this product is expected to open, and negotiations are already far advanced towards establishing the same. This would ensure stability in mining operations. In the meanwhile, about a score of men usually employed in the mines are temporarily idle. The cause of this uneasiness in the mica market seems to be that the usual purchasers refuse to buy the smaller sizes of mica.

The E. B. Eddy, Company, has again increased its capacity for producing pulp and paper. A new machine necessitating the employment of five or six men was started during October, and will increase the daily production by about twelve tons per 24 hours.

The C. P. R. is employing about fifty men filling in the trestle through Hull. The work is nearing completion and will cost upwards of $60,000. The southern extremity of the trestle, near Royal Alexandra bridge will be made of structural iron instead of ordinary ballast. The work is already completed. These works necessitated the operation of new quarries and stone crushers and the use of large quantities of Portland cement.

There are about twenty concrete abutments to build at the intersection of every street along the trestle. About 95 men were employed at this work, $2 being the average wages paid.

The Industrial Development Company, a new industrial venture, is preparing to build a $60,000 factory for the distilling of commercial spirits, such as turpentine, methylated spirits, tar, etc. The new company intends using mill refuse, including sawdust, in the manufacture of turpentine. The company is capitalized at $600,000 and has a federal charter. It has secured an exemption of taxes in Hull for ten years. Extensive purchases of machinery are alleged to have been made in France, to the amount of $120,000, and operations are intended to commence next summer.

The saw mills will be running to full capacity for the balance of the season, that is, for another full month. The cut is above the average, no time having been lost from low water. The closing down of the mills will likely put an end to the scarcity of labour. Yet all spare men will readily find employment in the bush. Large numbers of men are brought occasionally from the Saguenay district to hire in the shanties. The Eddy firm alone employs 500 men in the bush on the River Du Moine. Supplies have been bought this month and prices were very high. Hay delivered at the shanty costs $35 per ton. Chicago pork to the amount of $16,000 was contracted for, to be delivered on the spot at $25 per bbl. Oats delivered there will cost 54c.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The active demand for men in the lumbering industry, in building operations, in civic employment, and in railway

construction was as marked during October as at any time during the past summer. For unskilled labour the demand has been much increased by the starting of operations on the new Grand Trunk station, which promises to employ about 200 men the whole winter. The corporation work requires 150 men, who are paid from $1.75 to $2.25 per day. There are not enough men available to supply the demand. The hiring for the shanties has been briskly in progress, most of the companies paying $35 per month. The W.C. Edwards Company commenced the re-building of its lumber factory, which was destroyed by fire on July 25, on the site of the old structure. The cost of the factory will be $20,000, and a new office will be built at the cost of $12,000. The water power is being further developed. Instead of being operated by water power direct and by steam, the factory will be run by electricity. Mr. J. R. Booth expects to have his new sulphite mill completed in the spring. It will have a capacity of 50 or 60 tons a day. The assessment returns for Ottawa published in October shows the present population to be 69,756, an increase of 2,184 over last year. The assessment for 1908 is $43,354,450, or an increase of two millions. The city has granted a fixed assessment of $150,000 for 20 years on a station to cost a million dollars, and a fixed assessment of $500,000 for 15 years on a hotel to cost a million and a half, both to be erected by the Grand Trunk Railway Company.

A new electric light plant has been installed by the Wilbur Mining Company so that the taking out of iron ore can be carried on day and night. The Kingston and Pembroke Railway is taking 150 tons a day from this mine to Renfrew, where it is shipped to Sault Ste. Marie. The company contemplates employing 100 men.

Mortimer & Co., commencing on November 1, will give its 250 employees, made up of bookbinders, lithographers, pressmen, etc., an eight hour day instead of nine hours. The company reports that the change will cost them $6,600 a year.

The dairymen supplying Ottawa advanced the retail price of milk from seven to eight cents, commencing on October 15.

A strike of two weeks' duration, and affecting 12 coat makers of the Universal Manufacturing Company, began on October 7. The cause was personal objection to the foreman. The men returned to work, signing an agreement not to strike again without submitting their grievance to arbitration.

Two members of the Local Plasterers' Union refused to work with a local contractor because he employed five non-union men.

A National Trades and Labour Council was organized during October.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy marketing their produce and received very high prices, as, for instance: Hay, $25 per ton; oats, 50 cents per bushel; butter 32 cents per pound; eggs, 30 cents per dozen. Most of the vegetable growers reported a better yield than last year.

Lumbering.—The lumber manufacturers are obliged to pay jobbers considerably more than last year for taking out logs. In parts of the forest where operations are conducted on a small scale, large quantities of logs are taken out by jobbers, who can handle small gangs more economically.

Railroad construction.—The Canadian Northern Railway line is fast approaching the city.

CONDITION OF PARTICULAR TRADES.

The several skilled trades were actively employed. The printing trades were very busy. Unskilled labourers were busy, and wages were firm on a high level.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no perceptible change in the condition of the labour market during

October, as compared with the previous month. Weather conditions were exceptionally favourable, and outside work was carried on to a larger extent than at the corresponding period last year. The merchants report business active. The local banks also reported a good business.

In another week the city's walk construction gangs will cease work for the season. There will probably be four scheduled walks unfinished. The Board of Works is taking steps to secure some good quarry lots, so that next year the city may furnish its own supply of stone. The property committee has decided to ask the present Council for an additional appropriation of $500.00 for further improvements to the city buildings.

Up to a recent date there had been received at the M. T. Company's elevator eleven million bushels of grain since navigation opened last April. This is the largest quantity of grain the elevator ever received in a season. Fully two million bushels more are expected before the closing of navigation.

During the month, local bakers reduced the weight of bread from 3 lbs. for ten cents to 2½ lbs. for ten cents, or 1¼ lbs. for five cents.

In view of the small fire losses in Kingston for years past, the Underwriters' Association has decided to decrease the insurance rates by fifteen per cent. This city has a very efficient fire brigade, and adequate protection otherwise. The reduction is the result of frequent appeals to the association.

The tailors' strike remains unchanged, except that two of the seven shops involved have conceded the demands made. There were no other strikes or lockouts, and no changes in wages or hours during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy fall ploughing, and making preparations for winter.

Fishing and *lumbering* continued dull.

Manufacturing remained active.

Mining was very active. During the month, the K. & P. railway moved the first shipment of iron ore from the Wilbur mines near Renfrew. This train load was the first shipment on a 100,000 ton contract to Sault Ste. Marie. A new electric light plant is being installed, so that the men can work day and night. A complete telephone service has been installed, and a large store opened at Wilbur. Twenty-five men are now employed, and four times that many will be employed shortly. At present 250 tons of ore are being moved daily, and before long the company expects to load a train in one hour.

CONDITION OF PARTICULAR TRADES.

Building.—All branches continued to be actively employed.

Metal, engineering and shipbuilding.—These trades were active.

Woodworking and furnishing.—Woodworkers and furnishers were active.

Printing and allied.—Printers were busy.

Clothing.—The clothing trades were active.

Food and tobacco preparation.—Butchers, bakers, etc., were busy.

Leather.—Tanners and curriers were active.

Miscellaneous.—Barbers, broom-makers, furriers, laundry workers, etc., were active.

Transport.—All branches continued active.

Unskilled labour.—Labour is still in active demand.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

That the city of Belleville is fast becoming an important industrial centre has been fully demonstrated this summer. The month of October was equal to the preceding months in industrial activity. Labour generally was in great demand. Every branch of manufacturing was fully employed, and in many cases the supply did not equal the demand. Good wages

prevailed. There was a scarcity during October, of unskilled labour, but towards the end of the month the market was steady. The Belleville Portland Cement Company has standing offers to labourers at $1.75 a day. The Lehigh Portland Cement Company has nearly 500 men, skilled and unskilled, employed in the erection of its plant. A small village has sprung up in the vicinity, the company having erected over forty comfortable houses for their workingmen, besides several larger boarding houses. Over 200 men from this city are employed there and live in Belleville. The Toronto and Belleville rolling mills ran continuously night and day, and were turning out immense quantities of finished iron and over 40 varieties of horseshoes. The Belleville Hardware Company was very busy during October and took on a number of skilled employees. The new brass foundry is nearing completion, and will be ready in November. The Tubular Axle Works moved into its new premises. This was found necessary owing to its increased business. There was no unrest in the labour market.

The total assessment for 1908 is $4,189,998, an increase over 1907 of $196,068. The increase is due to the large number of new buildings erected and in course of erection. The business assessment shows an increase of $30,500, made up almost entirely of taxation on new business concerns. The increase in the population for the present year is 543. This does not include the students or floating population. The above are the largest increases in any one year of the city's history.

The corner stone of the new drill hall was laid on October 21st by the Honourable the Minister of Militia. Good progress has been made on the work. The new Hotel Quinte is nearing completion. The new House of Refuge was completed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Ploughing and seeding were active, the weather being excellent. Corn and tomatoes were good crops.

Fishing.—Both herring and white fish were plentiful, and large catches were made.

Manufacturing—All branches were active.

Mining.—Activity prevailed.

Railroad construction and employment.—Conditions were active.

CONDITION OF PARTICULAR TRADES.

Building.—Every branch was active during October, there being no necessarily idle men.

Metal, engineering and shipbuilding.—Iron moulders and helpers were very busy. Machinists were being advertised for by the Lehigh Portland Cement Company. Electrical workers were busy. Blacksmiths, horseshoers and boilermakers had an active month.

Woodworking and furnishing.—This branch had an active month, coopers being especially active turning out cheese boxes and apple barrels.

Printing and allied—Printers, pressmen and bookbinders had an active month.

Clothing.—Journeymen tailors reported a very busy month.

Food and tobacco preparation.—All branches were busy.

Leather.—Harness makers had an active month.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, furriers, hotel, restaurant and theatre employees, and laundry workers were all busy.

Transport.—Railway and steamboat men of all branches had an active month. Sailors also had a busy month, as did cab drivers, expressmen and teamsters.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All branches of labour, both inside and outside, were well employed. Sewer work and the laying of pipes were still under way, and will be until the frost sets in. Granolithic sidewalks are also still being laid; about six miles of these

walks have been laid this season, leaving three miles to be completed next year. The dredging of the river bed has been in full progress during the month, giving employment to large numbers of workmen. Considerable improvement work has been done in different places on the Trent Canal, and is still being carried on.

The contract for the erection of a new Roman Catholic church has been awarded; the church will cost about $44,000. Work on the erection of Mann's new bakery building has been commenced. The firm of J. J. Turner and Sons has been awarded the contract for supplying flags for all the rural schools in the Province of Ontario. The Quaker Oats Company has advanced the price of cereal packages from 25 cents to 30 cents; the reason assigned for the increase is the present high price of oats and other grain.

Houses in Peterborough were more plentiful, but there are not enough houses at about $10 per month to meet the demand. The city assessment now totals $10,000,000, being an increase over that of last year of $2,602,030. The population is 16,000, an increase of 1,038 over that of last year. There are 932 telephones in use in Peterborough. The Bell Telephone Company has completed its conduits for underground wires. Exports and imports have been very heavy during the month. Banks reported business steady. Wholesale and retail trade has been excellent. All industries were running full time with full forces of employees. Flour has advanced in price from $2.70 to $2.80, and bread from 10 to 11 cents for a 3 lb. loaf, also milk from 6 to 7 cents a quart. The labour market was well supplied, and harmony prevailed between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fall ploughing, the sowing of fall wheat, threshing, hauling of grain to market, etc., have been the principal employment of agriculturists.

Fishing.—This industry was active.

Lumbering.—Conditions were very active. The Cavendish Lumber Company has 300 men employed in its camps, and expects to cut about 12,000,000 feet of lumber this season.

Manufacturing.—All industrial establishments were active.

Mining.—The surveying and testing of mineral lands throughout the district were being carried on, and it is reported that active operations will shortly begin in several places.

Railroad construction and employment. The filling in of the viaducts at Port Hope gave employment to large numbers of workmen.

The Street Railway Company has been busily engaged getting its line in good shape for the winter.

CONDITION OF PARTICULAR TRADES.

Building.—Busy conditions prevailed.

Metal, engineering and shipbuilding.—Iron moulders, steam engineers, blacksmiths, tool sharpeners and jewellers were active. Iron workers and helpers, machinists and engineers, and sheet metal workers were busy, and electrical workers, linemen and brass workers were very busy; but bicycle workers and horseshoers found employment somewhat dull.

Woodworking and furnishing.—Upholsterers, varnishers, polishers, carriage workers and coopers were busy, with pattern-makers active, and car builders dull.

Printing.—The allied trades were active.

Clothing.—Journeymen tailors had active employment; garment workers, hat makers, boot and shoe workers were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers, etc., were busy; cigar makers and tobacco workers active, and ice-handlers were dull.

Leather.—Harness makers and those employed making collars were busy.

Miscellaneous.—All were busy, with barbers active.

Transport.—Steam railroad employees, street railway employees and steamboat men were active. Cabmen, hackmen, carters and draymen teamsters and expressmen were busy.

Unskilled.—Busy conditions prevailed.

DISTRICT NOTES.

The fairs in nearly all the rural districts have been a success. The apple crop was a good one, and buyers were

busy picking and shipping. The threshing machines were busy throughout the district, grains yielding fairly well, though not so well as last season. The root crop was a good one. Cheese reached 12 9-16 cents per lb. Rural saw and grist mills were busy, and country general stores reported business good. Market quotations were as follows; Wheat, $1.05; oats, 55 cents per bushel; butter, 30 to 35 cents per pound; eggs, 30 cents per dozen; potatoes, $1 per bag, and hay $20 to $22 per ton.

Port Perry.—A new industry for the manufacture of all kinds of clothing, to employ about 50 workpeople, has commenced operations. Children over 14 years of age can earn $3 per week, and more experienced help $10 per week. The hours are from 8 a. m. to 6 p. m.

Kendry Station.—The new freight sheds are about completed.

Campbellford.—A by-law to raise $80,000 for the erection of an electrical power pumping plant, to be controlled by the municipality, was carried by a vote of 296 for and 11 against.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during October has been more unsettled than for some time, owing to the scarcity of money and the tendency on the part of some leading employers to reduce staffs and curtail operations. While skilled mechanics in most lines have generally been well employed, a number have been thrown out of work. Unskilled labour was greatly in excess of the demand, and the numbers of the unemployed were increased by the usual influx from the rural districts at the close of the season and the return of many from the west. In fact, the situation is less favourable than has been the case for some time. A register of unemployed men was opened by the Building Trades Council on the 22nd, and 560 men had enrolled themselves as out of work. The list included skilled mechanics. The great majority were recent immigrants. On the other hand, it is stated that many unemployed men are unwilling to accept less than current wages or to leave the city to work elsewhere.

The total assessment of Toronto for 1908 is $207,317,767, an increase of $22,054,507 over that of 1907. The population is 272,600, an increase of 18,880.

The city treasurer's annual report for 1906 shows total receipts from all sources amounting to $11,940,018, with $1,363 cash on hand at the end of the year. The waterworks receipts amounted to $488,309, and the expenditures to $447,404.

William Chessar, a foreman employed by Samuel Alexander, contractor for the building on which James Rigby, a carpenter, was working when killed by the fall of a scaffold last month, was committed for trial on the 24th Oct. for having caused the accident by lack of proper precautions in erecting the scaffold.

The Dominion Government has approved of the plans for the construction of a new western entrance to Toronto harbour, which will be dredged through the sand strip south of the present channel. The new channel will be 400 feet wide, having a depth of 18 feet, with long piers. The work, which it is expected will be commenced in the early spring, will involve an expenditure of between $300,000 and $400,000.

The building permits issued during September represent an approximate value of $763,440, as compared with $902,803 for September, 1906. The total value for the nine months ending September 30th is $12,204,080, as compared with $9,566,328 for the corresponding period of last year.

The gross receipts of the Toronto Railway Co. for the financial year ending August 31st were $3,349,819, as compared with $2,977,539 for the previous twelve months, being a gain of $372,280. The percentage paid to the city was $409,964, as against $336,630.

The milk producers and retailers came to an arrangement as to prices on the 7th of October, fixing the rate to retailers

at $1.55 per 8-gallon can for the seven months following November 1st, and $1.35 for the four following months. The producers increased the price to consumers from 8 to 9 cents per quart for bottled milk and from 7 to 8 cents for loose milk, to take effect November 1st.

Owing to the continued advance in the price of hard coal, which has for some time been selling at $7.25 per ton, the City Council, on October 28th adopted a resolution to the effect that the Government, whether Dominion or Provincial having jurisdiction, appoint a commission to enquire into the allegation that an unlawful combine to keep up the price exists among local dealers.

D. D. Mann, acting on behalf of Moose Mountain, Ltd., the company engaged in developing the iron deposits of Moose Mountain in Northern Ontario, has made a proposition to the city that in consideration of a grant of 350 acres of Ashbridges' Marsh as a site, the company will erect an iron-smelting plant with a capacity of 1,400 tons of ore daily, and ultimately establish other industries for the manufacture of iron and steel products, which it is expected will employ about 15,000 men. The matter is under consideration by the Board of Control.

A deputation representing the Canadian Manufacturers' Association waited on Hon. Nelson Monteith, Provincial Minister of Agriculture, on the 17th of October, protesting against the appointment of Trade Unionists as factory inspectors. On the 22nd, a committee of the District Labour Council saw Mr. Monteith and presented arguments in opposition to the view taken by the Manufacturers' Association, and urging that the inspectors should be taken from the ranks of labour, as being most vitally interested in the observance of the Factory Act.

On the 24th October, representatives of the Canadian Manufacturers' Association waited on the Civic Board of Control with reference to a clause in city contracts calling for a nine-hour day, to which they objected. The Board promised to consider the matter, and asked the deputation to present a written statement of its case.

The Canadian Birkbeck Investment and Savings Co. will erect an office building of 4 storeys at Nos. 6 and 8 Adelaide St. east, to cost $120,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with fall plowing, for which the fine weather which prevailed during the latter part of the month was very favourable. There is likely to be a considerable scarcity of feed for stock during the winter, owing to the shortage of the hay and root crops.

Manufacturing.—There was a decided slackening in manufacturing activity towards the end of the month, especially in connection with the iron and shipbuilding trades. The Canada Shipbuilding Co. discharged a number of men, having declined several contracts, and will largely curtail operations during the winter. The Canada Foundry Co. laid off 50 blacksmiths. Other factories have either reduced their staffs or are working part of the time only.

The Brunswick-Balke-Collender Co., manufacturers of billiard tables, will erect a 4-storey addition to the factory, to cost $30,000. The E. B. Shuttleworth Chemical Co., Ltd., will put up a 3-storey brick factory, to cost $25,000. The Aluminum Crown Stopper Co. will erect a $50,000 factory on Parliament St. W. & D. Dineen & Co., furriers, will build a large new factory at the rear of their present building.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were quieter than usual at this season, with a considerable percentage of the men out of work, more especially carpenters and builders' labourers. The greater proportion of the plumbers have gone back to work, having come to terms with the employers, but some of the larger firms are still affected.

Metal, engineering and shipbuilding.—Boilermakers, iron moulders, electrical workers, structural steel workers and sheet metal workers were generally at work, with a noticeable slackening towards the end of the month. Blacksmiths reported a number out of work.

Shipbuilders were inactive. Machinists were still on strike to the number of about 200. Brass workers were well employed. Jewellers and silversmiths were active.

Woodworking. — The woodworking trades generally had a good month. Piano workers report trade slack.

Printing.—Printers and allied tradesmen had steady work.

Clothing.—Journeymen tailors were fairly active. Garment workers were well employed. Furriers were busy. Hat, cap and neckwear workers had steady work. Boot and shoe workers had a fair month. Eighty shoe workers in the employ of the Victoria Shoe Co. went on strike on the 23rd, claiming that the employers were about to reduce wages 15 per cent., which was denied by the firm.

Food and tobacco preparation.—Conditions generally remained satisfactory.

Leather.—Harness and saddlery workers were steadily employed.

Miscellaneous.—Hotel and restaurant employees, laundry workers, barbers, clerks and salesmen were fairly well employed, but many in the lighter and less skilled lines were looking for work.

Transport.—Railway and street railway employees, expressmen and teamsters had plenty of work. Sailors and longshoremen were less active.

Unskilled labour.—A large number of unskilled labourers were out of work.

DISTRICT NOTES.

Markham.—On the 22nd, the property owners passed by-laws to raise $9,000 for general improvements, including an extension of the electric light plant, approaches to the new bridge and permanent sidewalks.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

October was a very satisfactory month for labour. There was work for everybody, and a sufficient supply of labour to keep all industries running satisfactorily.

The new factories of the Niagara Falls Canning Company and the Sanitary Can Company were being erected. That of C. S. Peaslee & Son, shoe manufacturers, was started. Plans were being prepared for the building of a brass manufacturing establishment, which will locate here. Machinery was being installed and a new boiler house erected at the carpet sweeper factory. The steel reduction plant will soon be ready. The new carriage mountings factory was in operation. The busiest lines of industry were agriculture and the building trades. Commercial and financial interests were satisfactory, though the effects of financial stringency in the United States were slightly felt.

The only interruption to industry occurred at the ship yards at Bridgeburg. Permanent walk construction was stopped for the season, but some sewer work was still going on.

The busy season in the fruit district was over. Canneries were finishing the season's pack, and many employees were being laid off. In fruit picking and handling and in factory work, growers and packers have to depend very largely on imported foreign labour. Hundreds of Italians, Hungarians, and people of other European countries, both men and women, find employment in the fruit industry from June till October. A few English immigrants have settled in the district and sought this employment, but employers say the continental people furnish the most reliable workers for both field and factory. Some of the newcomers from Great Britain settle down and make good farm labourers, but many dislike that life and drift into the cities.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers and fruit-growers were busy with their apple, grape, corn and late vegetable crops. While some crops were very light, others were good and prices were high, so that the average returns were very good.

Fishing.—Fishing in the lakes was good at times.

Manufacturing. — Factories were all running full time, with full staffs, except the bearings works, which reduced the number of its employees. The neckwear and suspender factories were very busy.

Railroad construction.—There was little work in progress, but general railway employment was good. Seventy-five trackmen were employed in raising and shifting track on the International railway.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons were steadily employed and had several busy weeks in sight. Carpenters were well employed, but work will be less plentiful in another month. Plasterers were active; painters, plumbers and gas fitters busy, and stonecutters quiet.

Metal.—Foundries and machine shops employed full staffs. Linemen were active, and many labourers were working with them. Many iron shipbuilders in this part of the country were out of work.

Printing.—Printers were active.

Clothing.—Tailors were busy.

Food and tobacco preparation.—Bakers were active, and butchers and ice men quiet.

Miscellaneous.—Office employees were in demand, and extra retail clerks will be employed in many stores in November and December. Hotels and restaurants have reduced the number of their employees to their regular winter forces.

Transport. — Railway passenger services have been reduced to winter schedules, but freight traffic, which was quiet early in October, improved towards the end of the month, and all classes of train, engine and yard-men were kept busy. Freight brakemen were in demand. Some more electric railway trainmen were laid off. Teamsters were busy, cabmen quiet.

Unskilled labour.—Labour was very well employed.

DISTRICT NOTES.

Welland.—Work was commenced on the erection of an iron pipe foundry, the buildings of which will contain sixty thousand square feet of floor space. The Plymouth Cordage Company was erecting a large dining hall for its employees. The first forgings were turned out at the Billings & Spencer plant. Furnaces of the electro-metals plant were tested and found satisfactory

Port Colborne.—Work was being rushed on the new government grain elevator.

Bridgeburg.—The Michigan Central railway was building a new twelve-stall roundhouse.

Humberstone.—The shoe factory was busy. Another machine was installed.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a perceptible lessening of activity in the labour market during October, as compared with the preceding month, and conditions were quiet in several branches of industry. To some extent the stringency of the money market was responsible, and caution is being used by manufacturers. Wholesale and retail trade was good. The assessment returns showed the largest increase in several years, the total assessable value being $6,342,819, an increase over last year of $257,834. Returns showed the population to be 12,293, an increase over last year of 547. There were no labour disturbances during October.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—While some of the fruits late in ripening were damaged by frosts, the most of the fruit crops were gathered without loss. Owing to the good prices secured, the fruit growers feel little of the stringency of the money market.

Manufacturing.—With few exceptions, factories and mills were running full time. The canneries were still very busy with a full staff of employees.

Other industries.—St. Catharines for some time past has been short of a natural gas supply. The St. Catharines and

Niagara Power and Fuel Company has amalgamated with the Wainflut Natural Gas Co., and acquired the latter's wells, and the city is now assured of a full supply. The company will be known in the future as the United Gas Co., Ltd.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were active. The demand and supply were about equal.

Metal and engineering.—With few exceptions, all branches were well employed for the month

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, wood carvers, carriage and wagon makers were active.

Printing.—The allied trades were active.

Clothing.—Journeymen tailors were in their busy season. Boot and shoe workers were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, cigar makers and tobacco workers were active.

Leather.—Tanners and curriers and leather workers had a good month's employment.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, furriers, hotel and restaurant employees and laundry workers were steadily employed.

Transport.—All branches were busy.

Unskilled labour.—Unskilled labour was well employed.

DISTRICT NOTES.

Thorold, Merritton and Port Dalhousie.—Labour was well employed and business good.

Grantham Township.—Good headway is being made on permanent roadway work by the Council.

Dunnville.—After November 1, the Bell Telephone Company will cease to do local business in the territory covered by the system of the Dunnville Consolidated Telephone Company. This territory includes the entire county of Haldimand, the township of Tuscarora in Brant county, the townships of Castor and Gainsboro in Lincoln, and that portion of Wainfleet in the vicinity of Winger.

The Consolidated Company has purchased the poles, wires and all other outside plant of the Bell Company in this territory, except what is reserved for long distance service. The Bell Company agrees to maintain no local exchange and do no local business in this territory during the term of the agreement, which is for ten years, and as much longer as the two companies desire, it being terminable after ten years on sixty days' notice prior to the expiration of any yearly period. The Bell Company will handle all the long distance business, and for this purpose will have an exchange at Cayuga, but nowhere else in the district, and the Consolidated Company will give all the long distance business to the Bell Company.

HAMILTON ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Financial stringency and a slight slackening in building operations lessened trade and labour opportunities during the latter part of the month. Some of the large manufacturing establishments laid off a number of workmen. The shoe and clothing trades were exceptionally quiet, and wholesale and retail trade somewhat declined. The Eagle Knitting Works Company is adding a new section to its factory, to cost about $50,000; when it is completed, the capacity of the factory will be about doubled. The London Tool and Machine Company will shortly build an addition to its present premises at a cost of $25,000. The Berlin Tool and Machine Company expects to commence operations next month; it now has five acres under cover. This plant will give employment to about 500 hands.

At the beginning of the month, the price of wheat advanced to $1 per bushel. The price of canned goods was also advanced. Tomatoes have gone up to 7½ cents to the retailer, and are now selling at $1.25 a dozen cans; corn has been ad-

vanced 2½ cents, and is now selling at 95 cents per dozen cans. Other fruits have been advanced from two to fifteen cents per dozen cans. The canners say that the increases are not large, in view of the fact that they have been forced to pay almost double the price this year compared with last.

The price of coal has been advanced from $7 to $7.25 per ton.

The Dominion National Smoke Consumers' Company, Limited, capitalized at $50,000, with head office at Hamilton, Ont., also the Royal Shirt Manufacturing Company, capitalized at $200 000, headquarters at Hamilton, Ont , were incorporated.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and fruit growers were busy.

CONDITION OF PARTICULAR TRADES.

Building.—Employment was not as active as in the previous month, especially towards the end of the month. With the exception of workmen employed on inside work, the trades were somewhat slack.

Metal, engineering and shipbuilding.—Iron moulders, coremakers, machinists, electrical workers, sheet metal workers and jewellery workers found employment active; linemen, blacksmiths and boilermakers were fairly active, but horseshoers were somewhat quiet.

Woodworking and furnishing.—Employment with woodworkers, upholsterers and millmen was active. Patternmakers were fairly active.

Printing.—The various branches were fairly active.

Clothing.—Journeymen tailors and garment workers were somewhat slack, but boot and shoe workers had fair employment.

Food and tobacco preparation.—Bakers and butchers were active, and cigar makers and tobacco workers had fair employment.

Leather.—Active conditions prevailed with leather workers.

Miscellaneous.—Broom makers were busy, and barbers and delivery employees active. Hotel employees and laundry workers were fairly well employed.

Transport.—Railway train crews found employment only fair; steamboatmen and longshoremen were somewhat slack. Street railway employees were active, with cabmen and teamsters fairly active.

Unskilled.—Employment was somewhat slack.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was not so favourable as during the preceding month. The building trades were very busy, but in some of the factories towards the close of the month a number of men were laid off. One factory started to work five days a week and another eight hours per day. These conditions are not expected to last long. The Penman Manufacturing Co., Ltd., is advertising for a number of girls to work in the mills. Merchants had a satisfactory month. The price of bread has been slightly advanced by many of the local dealers. Twenty-two tickets were formerly given for $1.00; now only twenty are given. A public meeting was held by the workingmen of the city to consider the advisability of forming a co-operative association Another meeting will be held in the near future.

Brantford's assessment returns give the city an assessment of $11,076,800, an increase of $611,839 over last year The population is 19,896, an increase of 804 over last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists were very busy ploughing, harvesting the root crop, and hauling grain to market. Wheat, oats and barley reached the remarkably high prices of $1.07, 56c., 83c. respectively per bushel.

Railroad construction.—Work has been active on the Brantford and Hamilton

Electric Railway, and on the Grand Valley extension to St. George. The new management of the Grand Valley Radial Railway announces that it will reconstruct the entire road, rebuild and extend the city portion of it, and build lines to Port Dover, Woodstock and London, with 80 pound rails and grades suitable for fast traffic. About 94 miles of new road will be built, work to commence at once.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, plumbers, gas and steamfitters were very busy.

Metal.—Iron moulders and coremakers in several shops were not very busy. Machinists, engineers, electrical workers, linemen, metal polishers, buffers, platers and stove mounters were busy, but blacksmiths were not so busy as during the preceding month. Boilermakers and horseshoers were busy, and sheet metal workers were very busy.

Woodworking.—Carriage and wagonmakers were not very busy. Pattern makers and coopers were busy.

Printing and allied.—Printers and pressmen, etc., had a busy month.

Clothing.—Journeymen tailors and tailoresses were very busy.

Food and tobacco preparation.—Bakers, confectioners and butchers were busy. Cigar makers and tobacco workers found trade a little dull.

Leather.—Leather workers and saddlers were busy.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees and laundry workers were busy.

Transport.—Railroad trackmen were busy, as were freight handlers. Street railway employees were steadily employed, as usual. Teamsters were busy. Cab drivers and hackmen had an average month.

Unskilled labour.—There were a few labourers in the market, particularly after the middle of the month.

DISTRICT NOTES.

Paris.—The building trades were busy during the month. The fabric workers employed by the Penman Manufacturing Co., Ltd., went on strike on October 12th, demanding that the Saturday half-holiday, which they had been having during the summer months be continued during the entire year. The employees went to work on the 22nd, a compromise having been effected. For thirteen weeks, the old schedule of hours will be worked, viz., until 4:30 p. m. on Saturday afternoons, after which work will start at 6:50 or 7 a. m., stopping at 6:00 or 6:10 p. m., and on Saturdays at 12:10, thus working the same number of hours per week, and having Saturday afternoon off during the entire year. About 1,000 employees were affected. The Plough Co. is erecting a new pattern storage vault, 50 x 80 feet.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

October on the whole was a quiet month A good deal of apprehension was caused by the state of the money market. While there was no slackening of employment, and in only one case a laying off of men, notices of lay-offs have been given that will cover part of November. The Raymond Co. will take stock for two weeks. The Bell Co. will make repairs for a week, and the Canada Furniture Co. will commence an eight-hour day temporarily on November 1st. In one carriage shop a reduction of the staff took place, affecting eighteen men. Owing to the starting of a number of new industries, there is no noticeable number of workpeople seeking employment.

The building trades are finishing up the season's work, without many new contracts coming in. A by-law is before the City Council requiring a permit to be taken out before erecting a new building in future. Sixteen miles of permanent sidewalks have been laid this year. A proposal for an abattoir is before the city; all animals slaughtered for meat will be killed and inspected before being dis-

posed of. An option has been obtained on the Springbank brewery plant. Retail trade was active. There were no strikes or changes in wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have finished taking in their roots. Crops in this locality were about an average, and the high prices will make the season a favourable one.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades had an active month, but not many new jobs were started. Bricklayers and masons had a quiet month.

Metal.—The iron trades had an active month, but a scarcity of new orders was reported in some lines. Iron moulders, coremakers, tube mill workers and machinists were active.

Woodworking. — The woodworking trades showed a slight falling off compared with September. Woodworkers had a quiet month, and November promises some short time. Organ-workers had a busy month and piano workers an active month. Carriage workers were quiet.

Printing and allied.—Printers were active.

Clothing.—Journeymen tailors had a busy month, as did ladies' garment workers.

Food and tobacco preparation.—Bakers and confectioners and cigarmakers were active.

Unskilled labour was in fair demand, but the supply was equal.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour were busy during October, and conditions compared favourably with those of the previous month. Building operations were still underway, and will continue for some time to come. A large number of houses under construction were completed during the month, and a number have yet to be completed. The house famine is being overcome. The new Zuelsdorf furniture factory is rapidly nearing completion. The addition to the factory of the Merchants' Rubber Company is now completed. The Municipal Light and Power Plant had a most successful month in September, the profit from the operation of the gas plant amounted to $1,031.31, and from the electric plant to $1,407.02, the net profit being $969.81. The Light and Power Commission has decided to purchase mechanism costing about $1,200, to equalize the board in the electrical department. The erection of a new opera house in Berlin has been proposed. Three new industries are about to locate at Berlin. A firm of South Bend, Indiana, manufacturers of collapsable go-carts and other wheel specialties, will erect a factory to cost about $80,000, with modern equipment. A factory for the manufacture of concrete mixers and block and brick machines, will be 60 x 250 feet, and cost about $30.000. Another factory for the making and supplying of water motors and washing machines will be 40 x 100 and cost $15,000. These factories are to be in operation by the 1st of July next. The ground has already been broken for the first mentioned.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy harvesting sugar-beets and hauling them to the factory. Owing to the dryness of the weather, the crop will be considerably less than that of last year.

Manufacturing.—All industrial establishments had a good month, but slackness was noticeable in some lines, such as leather tanning. The Geo. Rumple shoe factory was rushed with orders and worked overtime.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons, carpenters and joiners were very active; stonecutters and builders' labourers

active. Painters, decorators and paperhangers reported a busy month.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers were all busy, with electrical workers active.

Woodworking and furnishing.—Woodworkers, upholsterers, polishers and carvers had a very busy month.

Printing.—Printers, pressmen and bookbinders reported a busy month.

Clothing. — Journeymen tailors were busy, with garment workers, glove makers, boot and shoe workers active.

Food and tobacco preparation.—Bakers, confectioners, meat cutters and butchers were active. Cigar makers reported a busy month.

Leather.—Trunk and bag makers were active.

Miscellaneous.—Barbers, broom-makers, clerks and delivery employees were busy, and laundry workers very busy.

Transport.—Railway sectionmen and street railway employees were busy. Cabmen were also busy.

Unskilled.—This class was well employed.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

October was not characterized by greater activity than the preceding month. Workmen in some of the factories were on short time. In only one trade, that of stove moulders, was additional labour in demand. With continued fine weather, the farmers were occupied in harvesting their root crops and preparing for winter. The root crop was generally good, and the market for potatoes and vegetables active. Butter was very scarce throughout the month the price on the local market being 35 cents a lb. Eggs sold for 30 cents a dozen. Turkeys were plentiful at 15 cents a lb., but the demand was not very keen. Cheese sold on the Woodstock cheeseboard at 13 cents a lb. Hay brought $16 per ton. The coal dealers advanced the price of coal to $7.25 per ton on the first of the month. The reason given for the advance was the difficulty experienced in getting coal through from the mines, it being claimed that the railway companies were either short of cars or had more freight than they could handle.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Factories in Woodstock and Ingersoll were somewhat quiet. In several cases Northwest orders were being held, and as these orders made operations brisk last year, October was a dull month this year without them. The home market also was in many cases not as active as last year. Storerooms were generally well stocked, and some factories may find it expedient to take stock during the quiet season.

Railroad construction and employment.—The Canadian Pacific Railway Company pushed construction work on the Embro-Ingersoll extension, about 100 men with teams being kept busy. The good roads work being done by the county council was also employing men and teams, though the work progressed rather slowly.

CONDITION OF PARTICULAR TRADES.

Building.—All available carpenters had a busy month. The brick work on the new Woodstock hotel was completed, and roofing on it was commenced. Work on the Carnegie library building went briskly on, and special efforts were put forth to rush forward the Young Men's Christian Association hall. Good progress was made with the construction of the Manual Training school at the Collegiate Institute. The addition to the local factory of the Canada Furniture Manufacturing Company was completed, and machinery, etc., installed. Lathers and plasterers were still quiet, but painters had a busy month, the weather being very favourable for outside work. Plumbers, gas and steamfitters were rushed with orders, the different firms being unable to secure sufficient men to get

through with the work. Stonecutters were steadily employed.

Metal, engineering and shipbuilding.—Machinists had an extra busy month, and electricians a very busy one. Good lathe hands were in demand. Iron-moulders had a busy month. Blacksmiths and horseshoers throughout the district were fairly busy. Wire fence workers were busy. A new storehouse for the Standard Wire Fence Company was completed.

Woodworking and furnishing.—Wagon-makers were not very busy, the storerooms being pretty well filled up with unshipped stocks. Cabinet makers, while not rushed, were fairly well employed. Considerable work was being done on manufacturers' orders. Reed organ makers were not as steadily employed as in the corresponding month last year, but church organ makers were slacker than the month previous. Coopers were still busy.

Printing.—Printers had a busy month.

Unskilled.—The market was somewhat overstocked.

DISTRICT NOTES.

Ingersoll.—The Ingersoll Board of Education decided to take a plebiscite at the next civic elections, to ascertain the will of the people as to whether or not manual training and domestic science should be continued in the school curriculum.

STRATFORD, ONT., AND DISTRICT.

GENERAL CONDITION OF THE LABOUR MARKET.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

The general condition of the labour market during October has been fairly active. The building trades were busy, the permits issued amounting to the sum of $556,865. Of this amount, $360,000 is credited to the Grand Trunk shops addition, work on the erection of which is progressing steadily. Huge electric cranes will be a part of the machinery installed, which wi l be capable of lifting the largest engines. A large gang of men was employed on John street sewer and sidewalk construction. Wholesale and retail merchants reported business very good. The retail milk dealers have advanced the price of cream from 24 cents to 30 cents a quart to the householder, and from 18 cents to 24 cents a quart to milk dealers. Milk remained the same price, 6 cents a quart. The high price of butter is given as the cause or the advance in cream. No change has been made in rates of wages or hours of labour and there was no trouble in the labour market.

It is understood that a new factory will be erected for the manufacture of hay forks, step ladders, etc. The building will cost about $15,000; the firm will employ a large number of hands.

CONDITION OF LOCAL INDUSTRIES.

Agriculture — Farmers were busy threshing and ploughing. Market prices were as follows:—

Wheat, $1.02 per bushel.
Barley (new) 65 to 75 cents per bushel.
Oats, 52 cents per bushel.
Peas, 80 cents per bushel.
Flour, $2.90 per 100lbs.
Manitoba flour, $3.00 per 100 lbs.
Bran, $24 per ton.
Shorts, $26 per ton.
Eggs, 27 to 28 cents a dozen.
Butter, 27 to 28 cents per pound.
Hay, $16 per ton.
Chickens, 25 to 50 cents each.
Ducks, 45 cents each.
Geese, 90 cents to $1.10 each.
Potatoes, $1.00 per bag.
Apples, 50 to 90 cents per bag.

Manufacturing.— The factories report business brisk, with the exception of clothing establishments.

CONDITION OF PARTICULAR TRADES.

Building.—All were busy, owing to the favourable weather.

Metal.—Iron moulders and iron workers, machinists and boilermakers were active. Blacksmiths and repair shops did a good business.

Woodworking.—Woodworkers, upholsterers, carriage and wagon makers were steadily employed. Coopers were active.

Printing.—Printers reported trade good with no idle men.

Clothing.—Journeymen tailors and garment workers were active.

Food and tobacco preparation.—Bakers and confectioners reported the month an active one. Cigar makers have been well employed.

Leather.—Harness makers did a good business.

Miscellaneous.—Barbers reported activity. Clerks, delivery employees and hotel and laundry workers had an active month. Hotel men will advance stable prices on November 1st, the high price of hay and oats being given as the cause.

Transport.—Railway employees have had an active month. Cab drivers, teamsters and draymen were busy.

Unskilled.—This class was fairly well employed, the supply being equal to the demand.

DISTRICT NOTES.

Goderich.—The business of the Jackson Manufacturing Company has so increased that it is necessary to obtain enlarged premises. A new factory is being built, 25 x 125 feet, one storey high, steam fitted and installed with the latest machinery. This means an increase in staff.

Mitchell.—A by-law was carried to grant Dufton & Waterhouse a loan of $10,000 to enable them to increase their plant to manufacture men's underwear in connection with their woollen mills. They purpose to employ 40 hands. Work has commenced on the enlargement of the woollen mill.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during October was active in factories and foundries, but in the building trades there was a considerable falling off from the same month in 1906. The only works of importance in course of construction are Reid's new building, several stores, and an addition to the G. T. R. car shops. The McClary Mfg. Co. has started using its producer gas engine, which produces 250 horse power at the rate of $9 per horse power, per annum. A firm of sewer contractors has installed a digging machine, which will dig a trench twenty-three feet deep, doing the work of 50 men. The motormen and conductors of the London Street Railway Company have asked for an increase of wages to 20 cents per hour all round. At present they get 16 cents per hour for first year; 17 cents for second, and 18 cents afterwards. The local fire department has presented a petition to the city council asking for an increase in wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The price of farm produce has been strongly upward in this district, being higher than for the past forty years. The following prices were quoted:

Hay, $18.50 per ton.
Oats, $1.80 per 100.
Wheat, $1.00 per 100.
Butter, 30 cents per lb.
Eggs, 28 cents per dozen.
Potatoes, 90 cents 1½ bushel bag.
Northern Spy Apples, $3.00 per barrel.
Baldwin Apples, $2.50 per barrel.

Breakfast foods have also risen in price, former 10 cent goods selling for 13 cents or 2 for 25 cents, and 15c. goods for 20 cents.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers reported a number of men having left the city, owing to shortage of work; prospects are not very bright for this winter. Carpenters were all working, and lathers and plasterers were busy. Painters reported trade fair. Plumbers had plenty of work. Stonecutters were busy, but builders' labourers were not all working.

Metal, engineering and shipbuilding.—Iron moulders were active, but iron workers have slackened off somewhat, and the night shift at the rolling mills has been taken off for a time. Machinists were busy, and stove mounters and metal polishers reported trade good.

Woodworking and furnishing.—Carriage and wagon makers were active. Car-

builders at the G. T. R. shops reported an increase in the number of hands employed.

Printing and allied.—Printers and press men report trade as fair. A new large optimus press has been installed at Somerville's.

Clothing.—Journeymen tailors reported trade good, winter orders for overcoats and suits coming in. Garment workers were active, and boot and shoe workers reported increasing trade.

Food and tobacco preparation.—Cigarmakers were active.

Leather.—Tanners and curriers reported heavy receipts of hides.

Transport.—Freight traffic on the C. P. R, has fallen off during the month, but on the G. T. R. business was good.

Unskilled labour.—There were a number of idle men, the completion of a number of civic contracts and the let-up in the building trades being the cause.

DISTRICT NOTES.

Clinton.—The Clinton Knitting Co. is about to commence the building of a 30 x 60 two storey addition to its factory.

Petrolea.—On October 17th, the plant and nitro-glycerine magazine of Petrolea Torpedoes, Limited, were completely destroyed by an explosion. Several buildings in the vicinity were destroyed, and a large amount of glass was broken in the town.

ST. THOMAS, ONT., AND DISTRICT

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during October was not so favorable as during the past few months. There was a demand for skilled and unskilled labour, but the supply exceeded the demand in almost every branch. Industries that have found it difficult during the summer to procure labour, report no scarcity at the present time. The weather has been most favorable for out door work and as a result there has been little cessation in building activity. On the railroads there has been a slight falling off in traffic and spare men have not been well employed during the past month. On Oct. 25th. an order was posted in the M. C. R. Shops reducing the working hours therein. The employees will now work nine hours a day or fifty-four hours per week. While the reduction has been made in the working hours, there is an abundance of work to be done in the different railroad shops.

Wheat reached the dollar mark in this city in October, the John Campbell Milling Co., advertising for wheat at that price per bushel. St. Thomas millers do not anticipate a scarcity of wheat owing to the fact that farmers may hold back for a higher rate.

A number of new labour unions have been formed during October. The St. Thomas Street Railway Employees became associated with the "Amalgamated Association of Street and Electric Railway Employees of America." An International Brotherhood of Maintenance of Way Employees was also organized, and an effort was made to have the Carpenters and Joiners organized.

There is still a scarcity of houses for rental in this city. Peaceful conditions prevailed between capital and labour throughout October.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fall plowing was actively under way. The harvesting of the root crops has given employment to unskilled labourers. Farm produce has been selling at good prices. Butter has brought 30 cents per lb., and eggs 26 cents per dozen.

Manufacturing.—Local industries reported the month an active one. All hands were well employed and a good supply of fall orders are on hand. No scarcity of help was reported in any instance.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were fairly well employed. Painters were not busy.

Metal.—Machinists, iron moulders, boilermakers and horseshoers had an active month.

Woodworking and *furnishing.*—Wood workers, and carriage and wagon makers had a normal month.

Printers and *Allied.*—Printers were busy.

Clothing.—Journeymen tailors have been busy, with plenty of fall orders ahead.

Food and *tobacco preparation.*—The different branches were busy.

Transport.—Railway employees, freight handlers, teamsters, cab drivers, street railway employees and others in the transport service have been well employed.

Unskilled labour.—There has been no scarcity of in this class.

DISTRICT NOTES.

Aylmer.—Industrial conditions give general satisfaction. The factories have been running steadily with all hands well employed. The Aylmer Cigar Co. was obliged to close on account of a falling off in business. The Canadian Condensed Milk Co. is erecting a building which it expects to open by Jan. 1st. It is estimated that one hundred hands will be employed at the start. The Aylmer Packing Company's plant which was destroyed by fire is being rebuilt on a larger scale. The Laidlaw-Watson Shoe Co., has removed to Toronto, but a new company is now under formation. The Aylmer Iron Works, the Canning Co., the cheese factory and the Draper Co., were active.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been fully as well employed during October as in the previous month, although being somewhat handicapped on a number of contracts for the want of building material. Factories of all kinds were still on full time. Planing mills were working on interior work, as no large building permits have been issued during the month. The Chatham Carriage Company, an organization formed during the month, has occupied its new factory and is busy placing machinery. No change in hours or rates of wages occurred.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists had unfavorable weather during the first part of the month, and many who had late beans were unable to harvest them to advantage. As a result, the crop will be considerably damaged. Prices are far above what they have been for a number of years.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons were slack, owing to all large buildings being completed. Carpenters and plasterers were busy. Painters were busy on interior work. Builders' labourers were steadily employed.

Metal.—Prospects are poor for the coming winter. Electrical workers were busy. Horse-shoers reported trade dull.

Woodworking and furnishing.—Woodworkers in all branches reported trade brisk. Coopers were dull, owing to the scarcity of apples in the section.

Printing.—Printers were very busy and good men were scarce. Bookbinders were all busy.

Clothing.—Tailors reported prospects fair, with the present month below the corresponding month in 1906.

Food and tobacco preparation.—Bakers were busy.

Unskilled labour.—All so far have been well employed.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The city has had a very active month in all branches of trade, and there was

plenty of work for skilled and unskilled labour. The building trade has shown a marked improvement over last month, and good carpenters were in demand. Work was commenced on Fox Bros., mantle factory, which is to be 40ft. x 140 ft., four stories high, and which will give employment to a large number of hands, when completed. There are several other buildings under way.

The assessment commissioner's returns for the year 1907 are as follows: Population 15,427; increase 625 over 1906. Total assessment $8,509,075; increase $471,075 over 1906.

The commissioner reported a general advance in rents, the increase being 25 per cent. on the average, in many cases 75 and 100 per cent. The largest increase in rents was made on small cottages where the people are least able to pay.

The customs receipts for September amounted to $93,875.66, an increase of $32,468.89 over the same month last year.

The tailors got a slight increase in wages on the first of the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy gathering roots and doing their fall ploughing. The crops on the whole were behind those of last year, but the prices received now as compared with last year puts the farmers in as good a position. Hay sold this year for $15.00 per ton, against $10.00 last year; oats 55c per bushel this year, against 30 last year and potatoes 85c per bushel this year, against 60c last year.

Manufacturing. — This industry was very active.

Railroad construction.—All the railroads were very busy, with extra men employed on the tracks. The Windsor, Essex and Lake Erie Electric Railway opened its line from Kingsville to Windsor on October 3rd.

CONDITION OF PARTICULAR TRADES.

Printing.—The allied trades were busy with extra help wanted.

Clothing.—This trade was active, and nearly all journeymen tailors were working overtime.

Food and tobacco preparation.—Bakers, butchers, cigarmakers and tobacco workers reported plenty of work.

Miscellaneous.—Barbers had an active month. Clerks, delivery employees, hotel and laundry workers found plenty of work.

Transport.—Employees of the different branches were busy.

Unskilled labour.—This class was well employed.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fully employed in all lines during October. There was a good demand for men for the lumber camps. The Canadian Logging Tool Company were about ready to commence operations, this being a new industry. Boat freights were heavy, merchants rushing in goods before the close of navigation. The steel plant and blast furnaces were working steadily, with orders ahead, and with only an occasional stoppage for repairs. The pulp mill, veneer mill, and sawmill were also working full time with orders ahead.

CONDITION OF PARTICULAR TRADES.

The various skilled trades reported normal conditions.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During October there have been complaints of lack of employment, but they have arisen largely from a class of la-

borers who have in the last two or three years found steady work in the city of Winnipeg itself. This year however the amount of city work has been less. Not only has the number of public undertakings been fewer than in previous years, but the amount of building has been less. Unskilled labourers have become accustomed to stay in the city and they do not take kindly to any proposal to work on railroad construction outside of the city. For the latter class of work there is abundant demand.

Many of the wholesale houses in Winnipeg are reducing their staffs. They are able to do this as the volume of trade is not increasing at the same ratio as it was a few months ago. Moreover the monetary stringency is causing business men to adopt methods of economizing.

During the month active operations were commenced upon the construction of a union depot for the joint use of the Canadian Northern Railway and the Grand Trunk Pacific Railway in Winnipeg. Large excavations have been made and the work is giving employment to a large number of men. Rapid progress is being made with the building of the Provincial Government's telephone system. Conduits are being placed under the principle streets in the city and this work is giving employment to several large gangs of workpeople. Bank clearings are about the same as recorded for corresponding periods of last year. For one or two weeks, towards the latter end of September and beginning of October, they were actually less, but at the present time they are maintaining a parity in volume with the figures of last year. In Winnipeg there have been no complaints from the retail traders as to the extent of business. Payments are being well met and the volume of cash trade is increasing.

About the middle of the month some rumors were circulated to the effect that a drop in wholesale lumber prices had taken place. As far as can be gathered from prominent men engaged in the trade there was no fundation for the rumor in question.

The city of Winnipeg has already spent approximately $100,000 in the work of developing power on the Winnipeg river. A locomotive has been purchased and this has already been put into commission to haul material for the plant from the Canadian Pacific Railway at Lac du Bonnet to the site of the development. A temporary line has already been graded. According to the Mayor, this work will have to stop. After a visit to London during October with a view to finding a market for an issue of Winnipeg debentures amounting to $4,500,000, the market for this class of security was reported in a very demoralized condition and the present therefore is a bad time to dispose of municipal securities. In view of this circumstance, the Mayor has recommended to the City Council that the work in connection with the development of the Lac du Bonnet power be delayed for some time. This will throw out of employment a considerable force of men.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have had excellent weather both for completing harvesting operations and also for fall plowing. The crop is turning out better and prices remaining at higher point than was anticipated. Up to the present time the amount of wheat marketed is much below that of last year at the end of October. The whole movement is fully four weeks late. The crop however is expected to have a cash value almost equal to that of last year.

Railroad construction.—It is the intention of the Grand Trunk Pacific Railroad Company to prosecute the building of its lines in the West all winter wherever it is possible to do so. At the present time the various contractors are unable to get enough men for all of the gangs that are at work. As the weather becomes colder it is expected that enough men will be available.

CONDITION OF PARTICULAR TRADES.

Building —These trades have been very dull, as compared with last year. The building permits issued during September numbered 136, value $385,850. Last

year during September the number was 319, value, $1,226,900. The cause of the sudden decrease in the volume of building is due to the difficulty of getting the necessary money. Many of the larger firms of architects say that they have many plans ready to be proceeded with as soon as the financial situation becomes normal. The number of mechanics seeking work in the building trades this year is very much smaller than last year, and in consequence there is not very much complaint as to unemployment. Carpenters at the close of October were all fully employed, but it is anticipated that within a few weeks there will be many out of work. The buildings they are at present engaged upon are approaching completion and there are not many new structures being started; work upon the superstructure for the new Union depot will not be started, it is expected, for some months.

Metal.—The foundries are also feeling the effects of the money stringency. Orders are not coming in as fast as usual and in consequence there has been a thinning out of staffs. This applies to all branches of the engineering trades.

Woodworking.—Woodworking establishments are not running to full capacity and it is expected that their turnover this year will be much below that of 1907.

Printing.—The allied trades generally have been slack. Demands for work have fallen off considerably during the past few weeks and the prospects are not bright for an immediate improvement.

Clothing.—There has been activity in all branches and there is no indication of any slackening of trade.

Food and tobacco preparation.—The food trades were not as busy as during the early part of the year. The floating population of the city does not appear to be as large as usual. Perhaps the fine weather accounts for this in that it keeps so many employed outside the city.

Miscellaneous.—There is an unusually large number seeking light employment for the winter. Clerks, warehousemen, porters, waiters and other classes are finding employment difficult to obtain.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during October were very active. Fine weather has enabled building operations to be continued. A contract has been let for the erection of a new pop factory and warehouse for the Brandon Brewing Company to cost $8,000. The C. P. R. has carried out considerable work in Brandon this year, and a large amount is still to be finished before the season closes. Advertisements appeared in the local paper for slaters and painters, plasterers, lathers and carpenters, for the Souris Construction Co. There was no special activity evidenced in shipments or transportation. Wholesale and retail trade was brisk. An increase in the rate of wages and a decrease in the hours of labour were granted to C. P. R. machinists, boilermakers, and boilermakers' helpers, also blacksmiths, and blacksmiths' helpers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Most of the threshing was finished before the end of the month. Several of the largest threshing machines were through with the season's work by October 18th, and hundreds of farmers have turned their attention to ploughing and other preparations. The wheat deliveries at the elevators were not so large as was expected, but this may be accounted for by the general belief that there will be no decline in prices. According to information received from grain inspectors the yield throughout the west was estimated at 82,000,000 bushels. This is 12 million bushels less than last year. Eighty per cent. of the new wheat sampled at Winnipeg graded high.

On the Alberta ranges the cattle are of a superior class. There will be between 35,000 and 40,000 head exported this year. Shipping has already commenced, but the large shipments will not be put through for a month or two yet.

Manufacturing.—Flour mills were doing an active business, but sash and door factories were quiet, as is usual at the end of the building season.

Railroad construction.—Grand Trunk Pacific officials state that a first-class passenger service will be inaugurated on the Portage la Prairie division as soon as the track has been properly ballasted. It is intended that the distance of 55 miles between Portage la Prairie and Winnipeg is to be covered in an hour.

The C. N. R. route via Rapid City has been chosen and survey orders have been issued. Grading operations have commenced and a considerable amount will be finished this fall.

The McDonald-McMillan Company expects to finish its contract of grading 275 miles of the G. T. P. from Portage la Prairie to the Touchwood Hills this month. About 125 miles of steel has been laid west of Portage.

The C. P. R. has done a large amount of construction work this season and great improvements to their various lines have been made.

Other industries.—The new fire alarm system has been completed and twenty five fire alarm boxes have been fully installed.

CONDITION OF PARTICULAR TRADES.

Building.—Employees were active finishing the season's work.

Metal.—Machinists and engineers, blacksmiths, boilermakers, iron workers and jewellers were active.

Woodworking and furnishing.—Woodworkers, upholsterers and pattern makers' trade were brisk.

Printing and allied.—Printers and pressmen were active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco.—Trade with bakers, confectioners, butchers, meat cutters was active. Ice cutters and drivers were quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, and laundry workers and furriers were active.

Transport.—Employees were somewhat quiet. Cabmen, teamsters and expressmen were active.

Unskilled labour.—Unskilled labor was scarce during October. Many men were employed on civic improvements and others were engaged harvesting. No doubt there will be plenty of this class when the harvesting operations are finished.

DISTRICT NOTES.

Carberry.—More threshing outfits were sold this season in the Carberry district than in any past year. The Saskatchewan bridge, 800 feet in length, and costing $110,000, was formally opened. Saskatoon is to have a new church, to be built on the west of the C. N. R. track.

Lenigan.—Plans are being prepared for a large business block.

Kamsack.—The new Bank of Commerce building has been erected at a cost of $10,000. Homesteaders continue to arrive and are pleased with their claims.

Grenfell.—Natural gas has been discovered near the town and already plans have been made for thorough investigation and eventual utilization of the gas.

It is stated that ninety-five per cent. of the grain marketed on the G. N. R. Brandon-Churches Ferry line is grading No. 1 Northern and $1.00 per bushel is being paid all along the line.

MOOSEJAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:—

DISTRICT NOTES.

Swift Current.—This is a station on the main line of the Canadian Pacific Railway and one of its terminal divisions being the dividing point of the Western and Central divisions, one hundred and twelve miles west of Moosejaw. In Swift Current the railway company is spending about $800,000 in improvements to the main line. There are four work trains at present employed making permanent yards and track improvements. The

building of roundhouses, at a cost of $100,000; a new station, a dining hall, a telegraph relief station, a bunk room for engineers, a freight shed and new coaling pockets, has provided employment for hundreds of workmen. Wages have been exceptionally high. Until recently, this district was not noted as an agricultural one, but this year agriculturists have reaped a splendid crop, in many instances averaging 40 bushels to the acre where the ground was well worked. The country tributary to Swift Current having become a successfu agricultural district, has given the town considerable importance and materially benefitted the working classes, especially those employed in the building trades. This summer there were built two grain elevators of 85,000 bushels capacity and a new school costing $45,000. The requirements of the railway company for labour have so increased that the staff, which a few years ago, consisted of 40 employees, now numbers 175.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during October was fairly active, although not so active as the preceding month, and a long way behind the corresponding month of last year. Towards the close of the month there was only about a dozen bricklayers employed out of some 75 who were all busy in the spring. Very few stonecutters were at work in the city, many having left town owing to the completion of the large buildings.

Invitations have been issued for designs for the Provincial parliament building to be commenced next year. The competition is restr.cted to seven firms, amongst which are Messrs. Storey and VanEgmond, of Regina. The designs are for a building to cost about $1,250,000.

The new city fire hall has just been completed. There will be a permanent paid staff of from five to seven men. The total cost of the building was $21,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture —The cool dull weather of the latter part of September was unfavourable for the drying of grain in the stook. Heavy frosts also caused considerable damage. During October weather conditions have been more favourable, and threshing operations have made good progress.

The average yield will be 15 to 19 bushels to the acre, and about 33 per cent. of it will grade No. 3 Northern, or better. Oats are a fair crop, and will yield in the neighbourhood of 45 bushels to the acre. Barley will be 25 bushels to the acre. Flax, on account of its lateness in maturing, was caught by the frost, and the crop will be more or less of a failure.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were dull, very few men being actively employed. Masons were quiet; the majority have left the city. Lathers were active, and plasterers were very busy. Painters were all fully employed. Plumbers were very busy. Builders' labourers were active.

Metal.—Electrical workers had a very busy month. Sheet metal workers were very busy.

Printing.—The general condition of the trade was good, though job compositors were not so busy as in the previous month. Linotype operators were in demand. Bookbinders were busy.

Food and tobacco preparation.—Cigarmakers have had a dull month. One manufacturer has closed down and sold the business to a firm in Saskatoon.

Miscellaneous.—Barbers were quiet.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During October, labour was better employed than in the previous month,

but there were a number of men unemployed. The building trade improved somewhat, and a number of unskilled labourers found employment with threshing gangs. At present the supply of labour exceeds the demand. Work was commenced on the erection of a large brewery. The railroads were not so busy as last month, but bank clearings were better than those of September. Wholesalers reported trade somewhat better than for the previous month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have been busy stacking and threshing. Reports from the surrounding territory are to the effect that the grain crop is an average yield. There has been considerable fall ploughing.

Railroad construction and employment.—The Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific Railway Companies, also the Great Northern Railway Company, were all busy constructing their various lines through the province.

Other industries.—Early in the month natural gas made its appearance in the gas well at Calgary, and has been increasing in volume since. The constant supply and pressure demonstrate permanency of supply. Drilling has been suspended awaiting the arrival of a cable by express.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, stonemasons, carpenters and joiners, lathers and plasterers, painters, decorators and paperhangers, plumbers, gas and steamfitters, stonecutters and builders' labourers were actively employed.

Metal, engineering and shipbuilding.—Machinists, engineers, steam engineers and electrical workers, blacksmiths, boilermakers, sheet metal workers and horseshoers and jewellers were active.

Woodworking and furnishing.—Active conditions prevailed with carriage and wagon makers and car builders.

Printing.—Printers, pressmen, bookbinders, steel and copperplate printers, and photo engravers were active.

Clothing.—Journeymen tailors and garment workers, boot and shoe workers were also actively employed.

Leather.—Active conditions of employment prevailed with leather workers.

Miscellaneous.—Conditions of employment were fairly active.

Transport.—Railway train crews, trackmen, freight-handlers and sectionmen were active. The same applied to cabmen, carters, draymen, teamsters and expressmen.

Unskilled.—Busy conditions prevailed.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinney, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was employed to about the same extent as last month. Compared with October, 1906, about the same number of men were employed, but at present the supply of mechanics more than equals the demand, while a year ago the reverse was the case.

The stringency in the money market is responsible for the limited number to buildings in course of erection. Work on the J. Y. Griffin (Swift & Co.) packing plant is proceeding, a large force of bricklayers being employed. The excavation for the Parliament buildings is also under way. Wholesale trade was fair, and retail trade good.

Bank clearings for September show an increase over September, 1906, of seven hundred thousand dollars. Customs receipts also show a marked increase.

Gas mains are being laid in Strathcona by the International Heating and Lighting Co., which has a franchise for supplying gas to Edmonton and Strathcona.

The corner stone of the Provincial Collegiate Institute was laid on the 18th inst. The automatic telephone system is at present being installed in the new telephone building. The government has completed the telephone line between Edmonton and Viguville, and four gangs of men are at present installing the sys-

tem between here and Lloydminster. There were no changes in rates of wages or hours per day.

The cities of Edmonton and Strathcona are at present considering ways and means whereby a street railway may be owned and operated by the municipalities jointly. Edmonton has at present nine blocks of street railway completed, with bithulithic paying for the same distance.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy threshing. A considerable proportion of the wheat was damaged by frost. Oats and barley in most localities are a good crop. On the whole, the farmers of North Alberta have had a fairly good year, as the present increased price of produce makes up for damage sustained by frost.

Mining.—Coal mining is being carried on more extensively than ever.

Railroad construction.—Work on the G. T. P. is proceeding rapidly, and it is expected that the road will reach Edmonton during the fall of 1908. The C. N. R. Co. has large gangs of men at work putting their track in better shape before winter sets in.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were fully employed. Carpenters, lathers, plasterers, painters, plumbers, steamfitters were employed to about same extent as a year ago, but the supply at present is more than equal to the demand. Building labourers were busy.

Metal.—Of electrical workers and linemen, the supply equalled the demand. This would apply to blacksmiths, horseshoers and sheet metal workers.

Printing.—Printers and pressmen reported trade quiet, with supply more than equal to demand.

Other trades.—Journeymen tailors, bakers and confectioners were quiet. Cigar makers and barbers reported trade fair. Retail clerks and stenographers also reported trade fair, the supply being equal to the demand. Unskilled labour was fairly active.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during October was quiet throughout the Kootenay district, there being a surplus of labour of approximately 1,000 men. About one half of that number were miners and the remainder lumbermen and unskilled labourers, The depreciation in the value of copper threw the miners out of employment, and the decreased demand for lumber and the shutting down of the Hall mines smelter at Nelson were contributing factors.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The decreased demand for lumber has unfavourably affected the lumbering industry, about 60 per cent. of the mills having shut down, and others being expected to close later. The Elk River Lumber Company's mill at Fernie, B. C., was the only mill in the Kootenay district running on double shifts, and it was stated that this mill would close down in November for the winter season.

Mining.—The coke shortage reported in previous months appears to have been alleviated, the smelters now receiving full requirements of that article. The mines throughout the district were producing profitably and are on a sound working basis.

DISTRICT NOTES.

Fernie. — This town was enjoying prosperity, the coal mines producing heavily with about 2,000 men on the pay-roll of the Crow's Nest Pass Coal Company. The construction of the extension of the Great Northern Railway from Fernie, to Michel, B. C., is now under way, with a pay-roll of about 1,000 men. The clearing and grading on this line made favourable progress, and it is expected that the steel will be laid by

midwinter. The new provincial court house will probably be ready for occupancy by January 1, 1908 The new post office building will be completed during the spring months of 1908. The skating rink has been demolished and replaced by one costing $10,000. A long distance telephone service has been inaugurated between Fernie and Cranbrook, B. C. The installation of a sewerage system was in progress, there being plenty of labour available and weather conditions being favourable. The pipe is all laid and the septic tank is under construction. An effort will be made to complete the work before winter sets in.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been active, but indications point to an over-supply of labour in this district this winter. One of the local saw mills has notified its Japanese, Chinese and Hindu employees that on and after the 1st of November next their wages will be reduced from $1.75 per day to $1.40 per day. This has been caused to some extent by a falling off in the lumber trade, and also by the fact that numbers of these people have been coming into this province and the mill companies can get all they want at the reduced rate. It is expected that other mills will also reduce the wages paid to this class of labour. Plans are out for the construction of another cold storage plant in this city, to be erected on the waterfront, and to have a capacity of eight tons of fish; special attention will be paid to the packing of fish for the German market.

The B. C. Distillery, which has been closed during the warm weather, has again commenced operations and a large staff of men is being employed. The company has added a pig pen to their many buildings and three thousand pigs will be fed on the refuse of the plant. The local fruit cannery has ceased operations for the season; the manager reports that the season has not been so successful as that of 1906, owing to the impossibility of securing a sufficient amount of suitable labour. Another bank has opened for business in this city; this makes four banks doing business here. The Provincial Exhibition which closed on the 6th inst., was the most successful of any yet held with the exception of the Dominion Exhibition. One of the district exhibits will be shown at the following points: Calgary, Moose Jaw, Medicine Hat, Regina, Broadview, and Portage La Prairie.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Conditions are more favourable in this province than at any time in its history. As all kinds of farm produce are in demand at good prices. The following are local market quotations

Beef (hind) 8 and 9 cents per lb.
Beef (fore) 5½ to 6 cents per lb.
Mutton (dressed) 13 cents per lb.
Veal, 7 to 8 cents per lb.
Pork, 9 to 9½ cents per lb.
Eggs, 50 cents per dozen.
Butter, 35 to 40 cents per lb.
Fowl, $6.50 to $7.50 per dozen.
Ducks, $6.50 to $7.50 per dozen.
Apples per box, 75c. to $1.00 per box.
Potatoes, $17.00 to $18.00 per ton.
Onions, $3.00 per 100lbs.

Fishing.—Some cohoes are still being caught, but not many fishermen were on the river. Twenty cents per fish was paid for cohoes by the canning and cold storage plants. The Dominion Government hatcheries have been very successful this season in securing salmon.

Lumbering.—Operations have fallen off considerably, but none of the mills in this district have closed down. The mills in most cases are replenishing their stocks, which had become very low.

CONDITION OF PARTICULAR TRADES.

Building.—The building, metal, woodworking and printing trades were active, with blacksmiths and car builders active, and shingle weavers dull. Clothing, food and tobacco and miscellaneous trades were likewise active. The leather and transport branches were busy. Unskilled labour was fairly active.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Work in the building trades was slack during the month, fully one-third of the men following these lines being unemployed. A number of men arrived here from the Northwest provinces; some went across the border into the Northwestern states. Out of 225 painters in the city 75, were reported out of employment. The metal trades on the other hand reported all hands fairly well employed, but the outlook is uncertain. The concensus of opinion among local bankers was, that while there is no cause to fear a prolonged stringency, the banks are not looking for new business. The real estate market was somewhat quiet, and not many sales were recorded, though there has been a fair turnover in residential properties. A feature of the market was the scarcity of houses. Rents continued high. The Canad an Pacific Railway Company's wharves were very busy, being packed with thousands of cases of salmon destined for Australia and other parts of the world. It is reported that the directors of the British Columbia Electric Railway Company will shortly spend over $1,250,000 in improvements and extensions.

At a meeting of the shingle section of the British Columbia Lumber and Shingle Manufacturers' Association, Limited, it was unanimously decided that all coast mills should shut down on November 1, and remain closed till January 1. For some time past orders have been falling off owing to the fact that there is no demand in the Northwest. Shingle stocks on the coast are now large. There is sufficient stock on hand at present to permit the Canadian and Eastern United States trade to be cared for till the first of the new year. Several hundred men, shingle weavers, packers, etc., will be thrown out of employment by the closing of the mills. A consignment of 9,000 cases of apples for shipment to Australian ports was discharged at the Canadian Pacific Railway Company's wharf from the steamer "City of Puebla" from San Francisco. On the 17th inst., Mr. Wm. White, second Vice-President of the Canadian Pacific Railway, who was in this city made the following statement:

It is the intention of the company to reserve sites for grain elevators on the Vancouver waterfront. This idea is being kept in view in the yard improvements now being carried out, as it is impossible to tell what effect the building of the Panama Canal may have on the export movement of wheat from the prairie provinces. One result may be that the very large percentage of the grain may seek an outlet via Vancouver instead of reaching the Liverpool market via the St. Lawrence river route. Under these circumstances we have felt justified in making provisions for future contingencies. If the grain from a big area of the Canadian west can be hauled here and loaded on steamers, making the passage of the Panama canal and landing it it in Liverpool, only one transhipment being involved, as compared with elevator charges for transhipment at Fort William and Montreal—I say if this can be done more cheaply via Vancouver, then the business is bound to come this way.

The Trades and Labour Council has decided to try and secure a supply of cheap fuel along the lines followed in Seattle, and has appointed a committee to inquire into the question. In Seattle the unions have bought a coal mine, and hope to build a railway line to it. The saving already amounts to $3 a ton.

The British Columbia Printing and Engraving Company will shortly erect a $16,000 structure.

CONDITION OF LOCAL INDUSTRIES.

Mining.—It was stated that a rich placer ground has been found on an unnamed branch of the Findlay river, in the interior of Northern British Columbia. The find consists of free coarse nugget gold.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and lathers reported a large number out of employment. Painters and decorators reported trade very dull. Plumbers, gas and steamfitters reported trade only fair. A few stonecutters were idle. Builders' labourers reported fully 50 per cent. of their number idle.

Metal, engineering and shipbuilding.—The different sections reported trade as fair and in some instances, shipbuilding good.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers reported trade fair. Woodcarvers were dull. Carriage and wagon makers, and car builders were fairly well employed, with conditions uncertain. Trade with gilders and shingle weavers was very quiet and the outlook not very promising.

Printing.—While work on the newspapers is increasing there were a number of men out of employment. In the job offices trade was quiet and several men idle.

Clothing.—Conditions with the clothing trade were unchanged from last month.

Miscellaneous. — Barbers reported several men idle. Hotel, restaurant and theatre employees were fairly well employed.

Transport.—Transportation employees were busy. Hackmen and cabmen reported employment fair. Teamsters and expressmen complained of dullness.

Unskilled.—Many were out of employment.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during October, though a few cases were noted of unskilled labourers looking for work. This is owing to the large number of newcomers arriving in the city lately. In the skilled trades the market was well filled, no complaint being made on account of scarcity of men, though first-class workmen in any particular line can always find steady employment.

The Salvation Army has undertaken the experiment of bringing 250 girls to British Columbia for domestic service.

A branch of the Asiatic Exclusion League was formed here on the 10th inst. It has a membership roll of about 150.

Business, both wholesale and retail, has been in good condition during the month. Wages have not been changed in any of the trades, and no strikes or lockouts have occurred.

CONDITION OF LOCAL INDUSTRIES.

Sealing.—The full returns of the catch of seals for the season are not yet complete. It is quite evident though the reports of the schooners that have returned to date, that the catches this year will be small. The drain on the Behring Sea, which has been going on for so many years, and illegal methods of fishing, has caused an increasing difficulty in the securing of good catches. Up to the present, the average catch on the vessels returned is about 300 skins.

Lumbering.—The lumbering industry in this part of Vancouver Island was still very active, and the mills of the Shawnigan Lumber Co., the Graham Lumber Co., Taylor Mill Co., Lemon and Gonnason, Muirhead and Mann, and the Sayward Milling Co. were working to their fullest capacity.

Mining.—The discovery of free gold at Klaskin Bay on the west coast of Vancouver Island seems to be attracting a large number of mining men to that district. One of the claims, the Golden West, has produced a considerable quantity of ore already. Good reports still come from the Queen Charlotte Islands, where first-class coal deposits have been located.

Manufacturing. — The Victoria Machinery Depot has been kept busy during the month, manufacturing winches and pumps to be used on the whaling stations. Their marine works have been kept fully employed on repair work to different craft. The Marine Iron Works reported business good on general work. Both of these establishments found the supply of labour up to the demand, though first-class mechanics can always be placed. The firm of Hutcheson Bros., Ltd., which manufactures all kinds of launches, reported business first-class. They are now working on two 25 ft. cabin cruisers. keeping about 20 journeymen steadily employed. The B. C. Marine Railway Co. is now very busy on repair work on the C. P. R. boats, which were in collision last week near Vancouver. This work, with the construction of the hydogra-

phic steamer for the Dominion Government, keep a large force of men employed. The B. C. Paint Works are running at full capacity.

Railroad construction.—Various works of improvement on the island lines of the Canadian Pacific Railway are to be rushed to completion this winter. The Company proposes to put a regular work train in service to assist in the filling in of Waugh Creek. The employment of this train will add a considerable number of men to the wage earning list. Operations will soon commence at the terminals on the property recently purchased in this city.

CONDITION OF PARTICULAR TRADES.

Building.—Work was as active as in the past, principally in the house-building line. Bricklayers and masons, carpenters, joiners, painters, lathers, plasterers, plumbers and gas-fitters, and building labourers were constantly employed.

Metal.—Iron moulders, iron workers and helpers were well employed. Machinists, engineers, electrical workers and linemen were active. Stove mounters and moulders at the Albion Stove Works were all working full time. Boilermakers, iron ship builders in all the yards found plenty of work to do. Sheet metal workers reported business good. The horseshoeing and blacksmithing trade was steady.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were kept steadily employed at the furniture factories. Carriage and wagon makers reported business brisk, with good prospects for the future. Pattern makers were steadily employed. Coopering is only done on a small scale here, the barrels used at whaling stations being procured in London, Ontario.

Printing and allied.—The trade still keeps up in both the newspaper and job offices. The Times is installing a new double-deck linotype. The Government printing office still keeps its large force employed, the B. C. Gazette having assumed the size of about 230 pages weekly. Pressmen, electrotypers and bookbinders all had plenty of work.

Clothing.—The tailoring trade was brisk, and all journeymen tailors in the city found constant employment. Garment workers at the factories of J. Piercy & Co. and Turner, Beeton & Co. all reported work active.

Food and tobacco preparation.—Bakers and confectioners were steadily employed, as were butchers and meat cutters. Cigarmakers were kept busy.

Leather.—Harness making was reported brisk.

Miscellaneous.—Active trade was reported from all classes.

Transport.—Business has been excellent, owing to the unprecedented fine weather.

Unskilled labour.—Labour has been well employed, but the supply was fully up to the demand.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been a slight falling off in the demand for men during the month, and while employment has been active in some industries, there has been a slowing down, throwing some out of work. There was still exceptional activity in the coal trade, with a steady increase in commercial shipments and passenger traffic. Business men report a very good month in nearly all branches. There have been no changes in rates of wages or hours of labour. There was a slight strike among the mine drivers and pushers, which only lasted a few days.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There has been very little employment among the farmers.

Fishing.—The fishing season will soon commence. One company has started on salmon until the herring come in.

Lumbering.—There has been a falling off in activity in the woods and in some of the sawmills, owing to the lessened demand for lumber in the northwest

provinces, and a surplus of logs and lumber in the markets of the coast.

Mining.—There has been a falling off in quartz mining, one large mine being closed down for an indefinite period, although some properties are pushing development work. The coal mines were still working to their full capacity and increasing their output steadily to meet current demands. They were not hampered so much as last month by the shortage of men, especially of unskilled labour. The smelter at Ladysmith has been running to full capacity during the month.

Railroad construction.—The E. & N. R. Co. is busy clearing the right of way of the extension to Alberni (about 60 miles), so that grading can be started as soon as possible. The C. P. R. Co. is making preparations to start clearing land on a large scale.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons reported work fair. Carpenters have been kept busy. Plumbers, builders' labourers and blacksmiths were active. Painters were active, and teamsters and expressmen very active. Unskilled labour has been well employed, but there was not as pronounced a scarcity as during the last few months.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING OCTOBER, 1907.

NO application for the establishment of a Board of Conciliation and Investigation was received at the Department during the month of October. Of applications received prior to the beginning of October, proceedings in connection with which remained unfinished at the close of the month, there were the following, namely:—

I.—The application on behalf of the railroad telegraphers in the employ of the Canadian Pacific Railway Company;

II.—The application on behalf of the employees of the Canadian Mining and Smelting Company of Moyie, B. C.;

III.—The application on behalf of the Hillcrest Coal and Coke Company, Limited, at Hillcrest, Alta.;

IV.—The application on behalf of the Hosmer Mines, of Hosmer, B. C.;

V.—The application on behalf of the employees of the Rosamond Woollen Company, of Almonte, Ont.

With regard to the first named of these, the application on behalf of the railroad telegraphers of the Canadian Pacific Railway Company, a report was received from the Board during the month showing that an agreement had been effected on all points at issue, and a serious strike thus averted. A report was also received from the Board established to deal with the dispute at the Hosmer Mines at Hosmer, B. C.; the report was unanimous in character, and the chairman stated that he expected shortly to receive the formal consent of the parties concerned to be bound by the agreement under section 62 of the Act. In the case of the applications on behalf of the employees of the Hillcrest Coal & Coke Company, Limited, of Hillcrest, Alta., and of the Canadian Mining and Smelting Company of Moyie, B. C., boards were duly established, but the report from the same had not reached the Department at the end of October. In the case of the application on behalf of the Rosamond Woollen Company of Almonte, Ont., the dispute not relating to a mine or public utility, the Act applied only by consent of both parties, and this not having been received by the department no proceedings were taken. Details of proceedings in connection with the various applications are contained in the present article.

I.—AGREEMENT EFFECTED BETWEEN THE CANADIAN PACIFIC COMPANY AND THE RAILROAD TELEGRAPHERS IN ITS EMPLOY.

THE Minister of Labour received on October 12 the report of the Board of Conciliation and Investigation established for the adjustment of differences between the Canadian Pacific Railway Company and the Railroad Telegraphers in its employment. The Board reported complete success in its efforts to secure a settlement, and set forth the terms of an agreement effected between the Company and its employees. The matters in dispute were numerous and important, including not only the question of rates of pay over the whole system, but such points as the classes of employees to be included in the schedule of rules and rates of pay applying to telegraphers, the character of services to be performed, the hours of work, the commission to be allowed on commercial messages, and the question of payment while on leave of absence.

The application for the establishment of a Board was received by the Minister of Labour on September 5, being submitted on behalf of the Telegraphers by D. Campbell, Toronto, 3rd vice-president of the Order of Railroad Telegraphers, and Ed. Goulet, Montreal, general chairman, System Division No. 7, Order of Railroad Telegraphers. The number of employees estimated to be affected, or likely to be affected, was placed at 1,656, including six females. The differences, declared the applicants, concerned train despatchers, agents, telegraph operators, linemen and levermen, members of the Order of Railroad Telegraphers, over all lines of the Canadian Pacific Railway.

The Board was duly established by the Minister of Labour, as follows: Mr. J. G. O'Donoghue, Toronto, recommended by the employees; Mr. Wallace Nesbitt, K.C., Toronto, recommended by the employing Company, and Professor Adam Shortt, Kingston, recommended by the foregoing members of the Board. The sittings of the Board began on Friday, September 27, and continued until October 10, being held partly in Montreal and partly in Toronto.

The Canadian Pacific Railway Company was represented before the Board by Mr. D. McNicholl, First Vice-President of the Railway; Mr. J. W. Leonard, Assistant General Manager of the Eastern lines, and Mr. A. Price, General Superintendent of the Central D vision of Western lines. The Telegraphers were represented by Messrs D. Campbell, Third Vice-President of the Order of Railroad Telegraphers and E. Goulet, General Chairman, System Division No. 7, assisted by G. D. Robertson, Chairman Eastern lines; G. S. Morris, Chairman Western lines; J. E. Trottier, J. C. Rooney, A. Houston, J. A. Hawkins, J. Austin and P. W. Mooney, members of Committee.

The most vital point in the differences submitted to the Board was that relating to wages. The men had presented with the application for a Board a schedule setting forth the rules and wages demanded from the Company and the rates of wages indicated therein represented an average increase of twenty per cent. on those previously obtaining.

The employing Company, in its reply to the statement accompanying the application from the employees, said, with reference to the question of wages:—

"As to the rates of wages demanded by the applicants, the Company submits that it should not be called upon to grant any increase, for the reason that in view of the Rules and Regulations governing the services now being performed, the rates now being paid to telegraphers in the employ of the Railway Company are, in any case, fully as high, and in the majority of cases very much higher than on railways in corresponding territory and operating under similar conditions."

The question of wages was finally settled by an agreement that a general increase of fourteen per cent. on the basis of the minimum wage, as in the 1905 schedule, should be granted to telegraphers. The new schedule of rules and rates of pay becomes effective from October 1st, 1907.

A Serious Strike Averted.

The adjustment by conciliation and investigation of differences of so vital and far-reaching a character as those referred to the Board in question, and the

prevention in this way of a strike that would have caused the most serious injury to the commercial interests of the country, may, it is felt, be justly regarded as an eminent example of the great advantage to be derived, not only by the parties to a dispute, but by the country at large, from the application of the procedure of the Industrial Disputes Investigation Act in a broad and tolerant and conciliatory spirit to the settlement of industrial disputes. It is perhaps worthy of remark also, that the membership of the Board of Conciliation and Investigation in the present case is identical with that of the Board before which were adjusted the differences between the Grand Trunk Railway Company and the machinists in its employ, while Prof. Shortt, Chairman of the present Board, was chairman also of the Board before which were adjusted the differences between the G. T. R. Co. and the locomotive engineers in its employ.

The covering letter of the chairman of the Board, addressed to the Minister of Labour and printed below, shows the process of adjustment to have involved unusual and peculiar difficulties, and to have been finally completed only by the most earnest perseverance and zealous work on the part of the several members of the Board.

The agreement effected is signed by the three members of the Board also, and by D. Campbell and Ed. Goulet for the Telegraphers, and D. McNicholl for the Canadian Pacific Railway Company.

The report of the Board of Conciliation and Investigation, and the covering letter addressed by the Chairman, Professor Shortt, to the Minister of Labour, are as follows:—

The Chairman's Letter to the Minister.

TORONTO, October 11th, 1907.

The Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa, Ont.

Dear Sir:—

Enclosed I send the terms of the agreement between the Canadian Pacific Railway Company and the Telegraphers in their employment, as secured by the Board of Conciliation appointed to deal with the dispute between these parties. The points in dispute were quite numerous, and the differences between the claims were very considerable on several vital matters, such as the classes of employees to be included in the schedule of rules and rates of pay applying to Telegraphers; the character of the services to be performed; the hours of work; the conditions for overtime and Sunday work; the commission to be allowed on commercial messages; the question of payment while on leave of absence, and the general question as to rates of pay. As the result of so many and such wide differences, not only had the parties themselves found it quite impossible to reach a mutual agreement, but it was very difficult for the Board to induce them to sufficiently modify their demands as to bring them within the range of each other's terms. Thus, even after the whole ground in dispute had been carefully covered by the Board, and the first proposal for a general agreement submitted to the respective parties, it was found that their best terms, though approximately considerable, were still wide apart Hence many subsequent proposals and negotiations had to be undertaken before any hope of a settlement was reached. It was difficult, even for the members of the Board to reach a quite unanimous conclusion on several points.

At several stages in the proceedings it appeared very doubtful as to whether a strike throughout the whole of the Canadian Pacific Railway System could be averted. However, the disastrous consequences of such an outcome were so apparent that renewed efforts were always made and various modifications of the terms suggested, until in the end the parties were brought sufficiently near together to justify the Board in submitting to them a final proposal, upon which the members of the Board had been able to agree.

This proposal was ultimately accepted by both parties, and, on being signed by the Board and representatives of the Company and of the Telegraphers, became the enclosed agreement.

The whole course of the negotiations in this difficult case clearly demonstrated the importance of having men like Mr. Nesbitt and Mr. O'Donoghue as representatives of the respective parties on the Board of Conciliation. While they possessed the entire confidence of those who had nominated them, they acted, not as advocates of the respective interests, but as independent arbitrators regarding the matters in dispute upon their merits, while at the same time recognizing that the spirit of compromise was essential to an actual settlement.

The case for the Telegraphers was handled with exceptional ability by Mr. D. Campbell; and it goes without saying that the interests of the Canadian Pacific Railway were ably advocated by men of such eminence and experience in railroad matters as Messrs. McNicholl and Leonard. Notwithstanding the difficulty and trying nature of many points in dispute, harmony and good feeling prevailed throughout the negotiations.

Yours very sincerely,

(Sgd.) ADAM SHORTT,
Chairman Board of Conciliation.

Report of Board of Conciliation and Investigation.

As members of the Board of Conciliation and Investigation appointed to deal with the dispute between "The Canadian Pacific Railway Company and the Telegraphers, Train Despatchers, Agents, Telegraph Operators, Linemen and Levermen in their employment," we beg to report as follows.

The Canadian Pacific Railway Company was represented by Mr. D. McNicholl, Vice-President; Mr. J. W. Leon-

ard, Assistant General Manager of the Eastern Lines, and Mr. A Price, General Superintendent of the Central Division of Western Lines.

The Telegraphers were represented by Mr. D. Campbell, Third Vice-President of the Order of Railroad Telegraphers, and E. Goulet, General Chairman System Division No. 7, assisted by G. D. Robertson, Chairman Eastern Lines; G. S. Morris, Chairman Western Lines; J. E. Trottier, member of Committee; J. C. Rooney, member of Committee; A. Houston, member of Committee; J. A. Hawkins, member of Committee; J. Austin, member of Committee, and P. W. Mooney member of Committee.

The sittings of the Board began on Friday, September 27th, and continued until October 10th, 1907.

The first sittings were occupied in discussing details of the various articles of the schedules proposed by the Telegraphers and the Railway Company respectively.

A copy of the schedule of the existing rules and wages applying to the Telegraphers, etc., of the C. P. R. is enclosed. A copy of the proposed amended schedule as presented by the Telegraphers is enclosed, marked Schedule "A," and a copy of the counter-proposals in the amended schedule of the Railway Company is enclosed, marked Exhibit "A." Both these proposed amended schedules, except as to the details of salaries, are, for convenient reference, presented in parallel columns in the enclosed Exhibit "B." The portions in which they differ from each other are printed in red ink.

As regards wages, the Company proposed that no change should be made in the existing rates. The Telegraphers proposed the various increased rates as shown in their schedule.

The difference between the proposals of the Telegraphers and of the Company were fully debated without restriction as to the evidence or exhibits which either party deemed pertinent to the matters under discussion. Liberty was given to each party to alter or amend their proposals as they saw fit. Mutual concessions were made, and provisional agreements reached upon several matters in dispute. The points upon which a mutual agreement could not be reached during the first hearings before the Board were reserved for the consideration of the Board after all the matters in dispute had been canvassed.

The matters reserved for the determination of the Board having been carefully considered, they presented to both parties certain proposed articles of agreement as to rules and minimum rates of pay. As these, however, were not acacceptable to either party, various modifications of them were discussed. It being found impossible to bring the parties to a mutual agreement, the Board ultimately decided upon the following schedule of rules and rates of remuneration as in their opinion a basis for a reasonable and equitable settlement of the points in dispute between the Railway Company and their Telegraphers:

CANADIAN PACIFIC RAILWAY.

RULES AND WAGES FOR TELEGRAPHERS, TAKING EFFECT OCTOBER 1ST, 1907.

The following rules and wages will govern the Telegraphers on the Canadian Pacific Railway:

When additional Telegraphers' positions are created, compensation will be fixed in conformity with that for positions of the same class as shown by this schedule.

ARTICLE 1. All employees assigned by proper authority to railway telegraph service of any character or duration, and also the station agents incorporated in the accompanying schedule of wages, will be considered Telegraphers within the meaning of this schedule, and are so called herein.

ART. 2. (*a*) The right of promotion of Telegraphers (except Train Despatchers and Linemen) will extend over each Superintendent's District, and will be governed by merit, fitness and ability; where these are sufficient, the senior Telegrapher (except Train Despatchers and Linemen) of not less than two years' service, will, on application, be transferred from one Superintendent's District to another on the same General Division, within thirty days from date of such application, and when so transferred, will be allowed seniority on the new District to the extent of three-fourths their length of service on the said General Division. In such case, the Telegrapher making the transfer will take his place on the extra list, and will have the right to file into bulletined positions as per Clause (c) hereof.

A Telegrapher applying for a transfer will be given a Transfer Certificate showing his length of service and the capacities in which he has been employed in the General Division, which will be his authority for claiming his seniority on the District to which he is transferring.

This provision will also apply to a Telegrapher of not less than two years' service, desiring to transfer from one General Division to another, except that in such cases the Transfer Certificate will not carry with it any seniority rights, but will entitle the holder to the position of Junior Extra Telegrapher on the Superintendent's District to which he is transferring.

Transfer Certificates will not be valid unless filed with the Superintendent of the District to which transfer is being made within thirty days from date of issue.

(*b*) A Telegrapher's seniority will date from the time he last entered the service as a Telegrapher. The seniority of Telegraphers employed on lines under construction or absorbed by the Company will date from their last appointment as a Telegrapher on such lines. When newly constructed lines are taken over by the Operating Department, all Telegraphers' positions will be considered vacant, and any Telegrapher in line of promotion to them will have fifteen days within which to make application for same.

(*c*) All vacancies and permanent appointments will be immediately bulletined by a "23" message over the Superintendent's District. When vacancies in positions are bulletined, the bulletin will state rate of compensation. Application for vacancies must be made within ten days from date of bulletin.

A Telegrapher declining to accept promotion in any instance does not forfeit his rights to the same or any other position he may be entitled to under seniority when a vacancy occurs. A Telegrapher on leave of absence when a vacancy occurs will not be debarred from claiming position and receiving the appointment on resuming duty, if entitled to it. A vacancy will be filled within thirty days after it occurs by the appointment of the men entitled to it.

When a vacancy occurs, the Superintendent will fill the same by appointing the senior man, who is, in his opinion, entitled to the position, but this will not prevent any Telegrapher senior to the man so appointed claiming his right, under Clause (a) hereof, to the position, provided he files his protest within ten days after the appointment has been bulletined as above.

(*d*) Telegraphers in the employ will be given preference in filling vacancies or openings on extension or new lines of the General Division, their application to be endorsed by the Superintendent of the District on which applicant is employed.

(*e*) In case of reduction in the number of Telegraphers employed, the Junior Telegraphers on the respective Superintendents' Districts will first be dispensed with. If their services were satisfactory, they will, on application, be given a Transfer Certificate, which will entitle them to preference in filling new positions or vacancies on other divisions of the system, provided they are available when required.

(*f*) If a position included in the attached schedule is abolished, the Telegrapher will be entitled to the position held by the Junior permanently located Telegrapher on the Superintendent's District.

(*g*) A complete list of all Telegraphers on each Superintendent's District, showing their seniority standing, will be kept on file in the respective Train Despatching offices open to the inspection of all Telegraphers concerned. This list will be subject to correction on proper representation from any Telegrapher, and a copy of it, corrected to date, will be furnished the General Chairman at the beginning of each year.

(*h*) Telegraphers will have the exclusive right to any position incorporated in the 1905 wage schedule, and any Telegraphers' positions subsequently added in accordance with preamble; also to any new Telegraphers' positions created by the absorption of other lines or the construction of new lines, when vacancies in such positions occur.

(*i*) Telegraphers will also be eligible and considered in line of promotion to the position of Agent at any of the stations not incorporated in the attached wage schedule, which have been omitted in view of conditions which may make it impracticable or unfair to fill these positions exclusively from one branch of the service.

(*j*) The right of promotion of Train Despatchers will extend over the General Superintendent's Division, and will be governed by merit and ability; these being sufficient, the senior Train Despatcher to have the preference. The order of promotion of Train Despatchers will be from Senior Relieving Despatcher to Trick Despatcher.

The seniority of a Train Despatcher will date from the time he was first appointed a Trick Despatcher, unless by his own request he takes another position in the service, under which circumstances his seniority as a Train Despatcher will date from the time he was last appointed a Trick Despatcher. A Train Despatcher will retain his position and seniority standing in the ranks of the Agents and Operators.

Relieving Train Despatchers will be appointed from their respective Superintendent's Districts, if available, in accordance with clause (*c*) of this Article, and will be allowed sufficient time without pay to learn the work of train despatching under a regular Trick Despatcher, such time not to exceed two weeks, and they will remain on such District until they receive promotion to a Steady Trick, which may be claimed at any office on the General Division at which a vacancy occurs.

In the event of a vacancy occurring in a Train Despatcher's position, or new Train Despatcher's position created, the senior Train Despatcher in order of seniority will have the refusal of same.

(*k*) The right of promotion of Linemen will extend over each General Superintendent's Division (Railway), and will be governed by merit and ability; where these are sufficient, the senior Linemen will receive the preference.

Linemen will be specially considered in the line of promotion to the position of Foreman on the General Superintendent's Division (Railway) on which they are located.

ART. 3. No Telegrapher shall be suspended (except for investigation) or discharged until his case has first been investigated, and he has been proven guilty of the offence charged against him, the decision in such case to be arrived at within ten days from date of such suspension. If a Telegrapher is found blameless in the matter under investigation, he will be paid at schedule rates for time lost and extra expenses while attending such investigation, if away from home, and be reinstated. If detained more than ten days awaiting investigation at the Company's instance, he will be paid schedule wages for the time in excess of ten days, whatever the decision may be. Telegraphers may have the assistance of a co-Telegrapher if they so desire.

A written statement setting forth the result of an investigation and the reasons therefor will be furnished by the Company to the Local Board of Adjustment, if requested by it.

ART. 4. Lack of conveniences, such as school facilities, etc., will be taken into consideration in locating Telegraphers, but only when this can be done without infringing on the rights of their seniors in the service.

ART. 5. Telegraphers serving on Boards of Adjustment representing Telegraphers will be relieved without unnecessary delay (not to exceed ten days) and will be furnished free transportation for such purpose.

ART. 6. Telegraphers will be granted free transportation and leave of absence to attend their meetings. Such free transportation will not extend beyond the next section adjoining their Superintendent's District, and the leave of absence will not exceed two days, and will only be granted when it will not interfere with the requirements of the traffic and the service, and provided the Company is not thereby put to additional expense.

ART. 7. When a Telegrapher is transferred by order of the proper official, he will suffer no loss of schedule wages in consequence thereof, and will be allowed reasonable time (not to exceed four days without pay) and to arrange for the shipment of his household effects.

ART. 8. Telegraphers attending court or investigation at the request of the proper official of the Company will have their extra expenses paid by the Company in addition to their schedule wages.

ART. 9. Telegraphers will not be required to teach telegraphy, nor admit students, nor members of station staff, to their office.

ART. 10. Telegraphers required to work at wrecks, washouts and slides will, in inclement weather, be provided with shelter and be paid the necessary expenses for the time away from home.

ART. 11. A Telegrapher securing employment with the Company will, within thirty days from date of employment, have returned to him all service cards and letters of recommendation which have been taken up by the Company, except any previously issued by the Company.

ART. 12. A Telegrapher leaving the service of the Company will, on request, within five days, be furnished with a certificate by the proper official stating term or terms of service, capacities in which employed, and whether discharged or leaving the service of his own accord. If discharged, cause of dismissal will be stated.

If detained more than five days awaiting such certificate, he will be paid schedule wages for all time in excess of five days.

Unless otherwise requested, this certificate will be mailed to the Telegrapher at the place of last employment.

ART. 13. Telegraphers will be exempt from shovelling snow, stencilling cars, sifting coal ashes, attending to flower gardens, scrubbing stations, and cutting or piling wood. The unloading of way-freight from cars and putting away into shed shall be done jointly with Trainmen.

ART. 14. At stations where dwelling, fuel and light are provided, the dwelling will, as far as practicable, be reserved exclusively for the use of the Agent and his family, unless he elect to reside elsewhere.

A deduction of five dollars per month will be made from the schedule rating of all Telegraphers occupying Company's dwellings, unless in the opinion of the Superintendent, such amount should be reduced.

When wood is supplied for fuel, it will be cut in lengths not exceeding sixteen inches.

A telegrapher occupying a Company's dwelling, who is dismissed from the service, will be allowed to retain possession of the dwelling until he has been paid all monies due him by the Company.

The Company will keep its dwellings in good repair. Occupants must keep such dwellings and their surroundings clean, and must pay for repairs other than those due to ordinary wear and tear.

ART. 15. Telegraphers required to work on Sunday will be paid extra pro rata on schedule salary for such service based on thirty days per month (any portion of an hour less than thirty minutes not to count; any portion of an hour, thirty minutes or over to count as one hour) with a minimum compensation of twenty-five cents for each call for which one hour's service shall, if required be rendered.

Telegraphers will be required to handle commercial messages on Sunday only during hours required for railway service, except on agreement.

Telepraphers required for Sunday duty other than attendance on regular passenger trains, will be so advised on the previous day.

ART. 16. If Telegraphers are required to attend to switch or semaphore lamps, they will receive $4.00 per month for six or less such lamps and 50 cents per month for each additional switch or semaphore lamp at such station. Nothing in this Article will relieve Telegraphers from their responsibilities under the rules. Telegraphers will keep train order signal lamps clean and in good condition, and lighted when required, without extra compensation.

ART. 17. Telegraphers who attend pumping engines or windmills, which work will be optional with them, will be paid ten dollars per month for attending to steam pumping engines and windmills, and five dollars per month for attending to windmills only.

Telegraphers shall, within office hours, attend to fires under water tanks within a quarter of a mile of their station, and must see that fire is in good condition immediately before going off duty, without extra compensation.

ART. 18. A Telegrapher required to leave his permanent location to do relief work temporarily will, without change in salary, be allowed all necessary expenses on production of voucher.

Other Telegraphers doing relief work, except regular relieving Telegraphers, will be paid the same wages without expenses as the Telegraphers they relieve, provided wages are not less than his own.

ART. 19. Railway Telegraphers handling Canadian Pacific Railway commercial business will be allowed ten per cent. commission on all business between points reached by Canadian Pacific telegraph lines and connecting telegraph lines with which business is checked direct, and on Canadian Pacific Railway's proportion of cablegrams.

The income accruing to a station on account of telegraph commissions will be equitably divided between the Telegraphers performing the service, the Agent to be entitled to not less than one-third of the total amount.

ART. 20. (*a*) At offices where two or less Telegraphers are employed, twelve consecutive hours, including meal hour, shall constitute a day's work. At offices where more than two Telegraphers are employed, not more than ten consecutive hours' service, including meal hours, or at the Company's option, eight consecutive hours without meal hour, shall constitute a day's work. Except in cases of emergency, operators will have eight consecutive hours' rest per day.

The hours of duty of all Main Line Agents will commence between the hours of 7 and 9 o'clock a. m.

(*b*) Telegraphers working ten hours or more will be allowed sixty consecutive minutes for a meal between either 7 a. m. and 9 a.m. or 12 noon and 2.30 pm., or 5 pm. and 7 pm.,, or between midnight and 2:30 a. m., or receive in lieu thereof one hour overtime, provided that a day Telegrapher working twelve hours will be allowed his meal hour between twelve noon and 2:30 p. m. This will not apply to service rendered the Express or Commercial Telegrapn business.

Nothing herein will prohibit a Despatcher from granting two meal hours to Telegraphers working twelve hours. The intention being to grant regular meal hours so far as the business of the Company permits.

(*c*) Overtime shall be computed pro rata on schedule wages, based on thirty days per month, but in no case at less than twenty-five cents per hour, less than thirty minutes not to count, thirty minutes or over to count an hour, except that Telegraphers required to remain on duty after regular hours, if detained fifteen minutes, will be allowed one hour overtime for the first hour, or any portion thereof.

(*d*) If a Telegrapher is called before or after office hours, he will be allowed fifty cents, which shall cover one hour's service. If kept on duty more than one hour, overtime will be allowed thereafter as per Clause (*c*), except when a Telegrapher residing in a Company's dwelling is required to attend a schedule train due at his station within three hours after his regular twelve hours' duty, when he will receive twenty-five cents for the first hour of duty or any portion thereof, if kept on duty more than sixty minutes, overtime will be allowed as per Clause (*c*).

(*e*) The regular hours of duty will be specified by the Superintendent to all Telegraphers. If required for service outside these hours, Telegraphers will be given an official order as authority, and excused in the same manner.

(*f*) Overtime will not be allowed unless overtime tickets are mailed to the proper official within forty-eight hours from the time the service is performed. If overtime as claimed is not allowed, Telegraphers will be notified in writing within ten days from the time such service is performed, setting forth the reason for disallowance. Telegraphers will number overtime tickets consecutively for each month.

ART. 21. Eight consecutive hours' train despatching and time required to make transfer will constitute a day's work for a Trick Despatcher. Train Despatchers will not be required to do clerical work that will interfere with the proper handling of their trains.

ART. 22. If a Telegrapher considers himself overtaxed, his statement to that effect to the proper official will be carefully considered, and, if well founded, relief will be granted.

ART. 23. When the handling of Express and Telegraph business for which a commission payment is allowed, is withdrawn from any Telegrapher, the wages will be adjusted to conform with that of similar stations in the same locality where such work is not performed by them.

ART. 24. When a Telegrapher is assigned to a position and after a fair trial is found incompetent, he will take his place on the extra list, retaining his seniority rights.

ART. 25. Train Despatchers will be allowed three weeks' leave of absence each year, with full pay.

Other Telegraphers who have been in the employ of the Company four or more consecutive years, will be allowed two weeks' leave of absence each year with full pay. If the Company find it inconvenient to grant leave of absence during any year to a Telegrapher entitled to it under this rule, the Telegrapher shall, at his option, receive either compensation at his regular salary for the period, or in the next year additional leave of absence for a like period.

Application for leave of absence filed in January of each year will be given preference in order of seniority of applicant, and applicants will be advised in February of dates allotted them. January applicants will have preference over later applicants, and applicants after 30th September will not be entitled to salary compensation if Company is unable to relieve them in that year. The Company will, as far as practicable, relieve all applicants during the summer season, when so desired.

In the event of a Telegrapher being discharged or leaving the service on proper notice before obtaining the deferred leave of absence, he will be paid his salary for same.

ART. 26. Telegraphers will be granted transportation of their household goods and passes or reduced rates and leave of absence in accordance with the general regulations of the Company as established from time to time.

ART. 27. A Lineman required to leave his own District will be allowed actual expenses, not to exceed one dollar per day and extra compensation commensurate with responsibility if called upon to take charge of any number of men.

District Linemen will be allowed actual expenses, not to exceed one dollar per day, while performing duties on their own district away from headquarters.

ART. 28. Application may be made to General Superintendent direct for general revision of schedule.

ART. 29. The preamble, and Clauses *b, c, d, e, f* and *g*, of Article 2; Articles 3, 4, 5, 6 and 7; Article 8 and Articles 11, 12, 22, 24 and 26 in the schedule of Rules and Wages for Telegraphers will apply also to Linemen

Linemen come under general rules as do other employees of Company as to holidays.

On the subject of remuneration, the Board agrees that a general increase of fourteen per cent. on the basis of the present minimum wage, as in the 1905 schedule, should be granted to Telegraphers.

Any position added or omitted from 1905 scale to date shall remain unless Local Committee and Superintendent otherwise agree.

This Schedule is to be become effective from the First of October, 1907.

(Sgd.) ADAM SHORTT,
WALLACE NESBITT,
J. G. O'DONOGHUE.

October 10, 1907.

We accept the above.

(Sgd.) D. CAMPBELL
ED. GOULET.

For the Telegraphers.

(Sgd.) D. McNICHOLL, V. P.,
For the Canadian Pacific Railway Co.,

II. AWARD OF BOARD IN DISPUTE AT HOSMER MINES, B. C.

THE Department received, on October 21, the findings of the Board of Conciliation and Investigation established for the adjustment of the differences between the Hosmer Mines, B. C., and the coal miners in the employ of the controlling company. The application was received on September 16, and the Board was finally constituted on September 30, as follows: Frank H. Sherman, Taber, Alta., recommended by the employees; Frank B. Smith, recommended by the employing company, and His Honour Judge Wilson, chairman, recommended by the foregoing members of the Board.

The number of men concerned was estimated at one hundred, and the questions at issue related to wages and condition of labour generally, including the check-off system in the mines named.

The Board presented a unanimous report. The principal point in dispute was alleged to be in regard to the rates paid for rock work, the men asking the same rate as that paid in metalliferous mines in British Columbia, and the Board agreed that the same rates should be paid, making due allowance for the difference in the cost of living in the respective localities. A modified schedule based on these conditions was appended to the report, as indicating the judgment of the Board on this point. The Board also recommended that the Company concede the check-off system.

The findings of the Board were not formally accepted before the Board by the representatives of the parties to the differences, but the chairman of the Board in a letter to the Honourable the Minister, accompanying the report, stated his expectation that he would shortly be able to forward to the Department the formal consent of the parties concerned to be bound by the report as provided by sec-

tion 62 of the Act. At the end of the month of October, no further word had been received, but the Department has no reason to believe that the findings of the Board are unacceptable to either party. The report of the Board is as follows:

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between

HOSMER MINES, HOSMER, B. C., *Employer,*

and

THE EMPLOYEES OF SAID HOSMER MINES, *Employees.*

To the Honourable the Minister of Labour:

Your Board of Conciliation and Investigation appointed herein beg to report as follows:

The Board met at Fernie, B. C., on the 14th day of October, 1907, and investigated the cause of dispute herein, and after attempts at adjusting the differences between the parties hereto, and failing, we proceeded on the 15th, 16th and 17th days of October to take evidence tendered by the parties touching the matters in question. The sittings were held at Hosmer, and witnesses were called and examined on behalf of both parties. The principal question in dispute was in regard to the rates paid for rock work, which rates do not seem to be covered by the rates agreed on between the Western operators and their employees. The men wished the same rate as is paid in metalliferous mines. The rates for that class of work suggested by the Board are those set out in the schedule annexed, and your Board would suggest that such rates be fixed and allowed. The Board think that the same rates should be paid for rock work in a coal district as are paid in the metalliferous district for the same class of work. The rates for rock work paid in the metalliferous district of Southern British Columbia are those asked for by the men, and the Board think that rate should be allowed, but the cost of living is less in this coal mining district than in the metalliferous district, according to the evidence adduced before us. We think, for that reason, a reduction in the wages paid in quartz mines of 25 cts. per day for machine men, helpers and muckers, would be a reasonable one, and for that reason we have fixed the wages in these occupations at the rate set out in the schedule.

The rate asked for rock miners should, we think, be allowed at the rate asked for by the men and as set out in the schedule.

In regard to dumpers, we think the rate should be 25 cts. per hour for dumpers under cover and 27½ cts. per hour for those not under cover, and therefore exposed to the weather.

As to the other classes of labour, we think that the rates should remain as they now are, and recommend the same accordingly.

The question has been raised by the Company that the rates should be reduced to the scale paid by the Western operators, but that, we think, is not a question properly before us, as no formal request for the same has been filed with the department.

Dealing with the question, however, as if it had been properly before us, we find the present rates as paid should stand, and recommend the same accordingly.

We also recommend that the check-off system be conceded by the company.

In witness whereof we have set our hands this 17th day of October, 1907, at Hosmer, B. C.

(Sgd.) P. E. WILSON,
F. H. SHERMAN,
FRANK B. SMITH.

Machine men	$3.75 per day,	8	hours.
Machine helpers	3.25 "	8	"
Muckers	2.75 "	8	"
Drivers	2.75 "	8	"
Miners (rock)	3.50 "	8	"
Dumpers (under cover)	.25 per hour.		
Dumpers (without cover)	.27½ per hour.		
Outside labour	2.50 per day,	10	hours.
Blacksmiths	$3.50–$4.00	10	"
" helpers	2.75 per day,	10	"
Timber framers	3.50 "	10	"
Tracklayers	3.25 "	8	"
Bratticemen	3.25 "	8	"
Hoistmen	2.89 "	8	"
Firemen	2.75 "	8	"

These rates to govern until the completion of the rock tunnels on the property.

This is the schedule referred to in the annexed report.

P. E. WILSON,
Chairman

III.—TERMINATION OF THE DISPUTE AT SPRINGHILL MINES, N. S.

THE strike of coal miners in the employment of the Cumberland Railway and Coal Company of Springhill, N. S., which commenced on August 1, was ended on October 31, when the men returned to work.

The strike, it will be remembered, was the result of a dispute between the Company and its employees, with regard to the question of payment for local stone in pillars. The points involved had been, with other matters, the subject of a reference to a Board of Conciliation and Investigation, presided over by the Honourable Mr. Justice Graham, of the Supreme Court, of Nova Scotia. The members of the Board failed to agree in their findings. Two reports were presented, a majority report signed by the chairman and the member of the Board appointed on the recommendation of the employer, and a minority report signed by the member appointed on the recommendation of the employees concerned. Neither of these reports being acceptable to both parties, the dispute remained unsettled, and a strike resulted on the date named.* During the month of October, as a result of efforts on the part of many public men of Nova Scotia, a conference took place between certain representatives of the employees and the Honourable Mr. Justice Graham, at which conference Judge Graham made certain verbal statements with a view to assisting the men to an interpretation of the report and recommendations signed by the majority of the Board Subsequently a written memorandum to the same intent dated October 15 was addressed to the men by Judge Graham, a copy of which was received in the Department on October 21. On October 24, a further memorandum from Judge Graham on the subject was received in the Department, copies of which were forwarded from the Department to the respective parties to the dispute. After various enquiries of the Department with regard to the possible reference to a Board of Conciliation and Investigation of matters remaining in dispute between the Company and its employees and receiving information on the points raised, the men resumed work on October 31.

* The two reports were published in full in the *Labour Gazette* for August 1907.

AN OPINION OF THE ACT FROM A MEMBER OF A FORMER BOARD.

THE Honourable the Minister of Labour received, on October 17, the following letter from Mr. Duncan McCormick, K. C., relating to the Industrial Disputes Investigation Act, 1907, Mr. McCormick having been a member of the Board established for the adjustment of the differences between the Montreal Cotton Company and its employees at Valleyfield:—

Alliance Building, 107 St. James St.
Montreal, Oct. 17th, 1907.

Dear Sir:—

The dispute between the Montreal Cotton Company and their employees having been successfully terminated by means of the legislative medium placed at public disposal by the parliamentary act, with which your name is now so intimately associated, it may possibly interest you to know to what extent I was personally impressed, in a general way, as a member of the Board of Conciliation and Investigation with the working and practicabliity of the said instrument.

Speaking briefly, and without entering into any technicality or detail, the most valuable feature of the scheme, to my mind, is the spirit of fairness and of reasonableness to both parties in which it has been conceived.

"Freedom with order, and unalterable respect for law along with indelible res-

pect for individual right," is, as Mr. John Morley writes in his essay "On Compromise," of the very essence of ideal justice in a state where the controlling power is democratic. And as he further remarks in the same connection, "the right of thinking freely and acting independently, of using our minds without excessive awe of authority, is now a finally accepted principle, in some sense or other, with every school of thought that has the smallest chance of commanding the future".

Some such train of thought must seemingly have inspired the conception of "The Industrial Disputes Investigation Act," and the striking success of the principle, so far, in the realm of utility, is a significant tribute to the wisdom and insight of this distinguished thinker and statesman.

Without any hard and fast code of judicial procedure, the act provides a platform for broad and unfettered discussion, where each party feels a freedom of individuality that, in itself, tends to conciliation, and to the creation of a mental atmosphere that inevitably makes for good will and mutual understanding.Strange as at first sight it may appear, the very elasticity of the arrangement, is, in my opinion, the secret and warranty of its success.

In the hands of men temperamentally fitted to adjust disputes, the absence of any arbitrary element in the process of settlement without doubt works out successfully in the direction of amicable agreement.

In conclusion, I have no hesitation in stating my belief that whatever slight modification in detail may become necessary, the measure as a whole, is one that will prove effective and well adapted to the elimination of friction between capital and labour in the future industrial development of the country.

Complimenting you on the authorship of such a beneficient piece of legislation.

I am, Yours sincerely,

(Sgd.) DUNCAN McCORMICK.

HON. RUDOLPH LEMIEUX,
Minister of Labour
Ottawa.

ALBERTA LEGISLATION AFFECTING LABOUR, 1907.

THE second session of the first Legislative Assembly of Alberta opened on January 24, 1907 and prorogued on March 16, 1907. Some forty-nine acts were assented to at prorogation, including a number which are of special interest from the standpoint of industry and labour. A review of these is presented in the following article: (*).

The Railway Act.

An act "respecting railways" (1) was among the most important and comprehensive measures of the session. The act sets forth at length the procedure to be observed in the organization of railway companies, with special reference to capitalization, meetings of shareholders, duties of railway presidents and directors, dividends, shares, borrowing and other powers of companies, the location of lines, the taking over of lands, the construction of branch lines and of railway and highway crossings, the protection of farm crossings, the erection of telegraph and telephone lines and of bridges, tunnels and other structures. It is provided that railways 30 miles or less in length must be const ucted and put in operation within two years from the incorporation of the company (2). The wages of the labourers employed on the construction of railway lines subsidized by the province of Alberta are protected by a clause guaranteeing the payment of the current or fair rate of wages in the district in which the work is being performed (3). No agreement is permitted between

(*) A copy of the Acts of the Session, in the form in which they received the Royal Assent, was received at the Department of Labour, Canada, during October, by courtesy of the King's Printer, Edmonton, Alta.

( ) Chap. 8.

(2) Sec. 68.

(3) Sec. 153.

a railway company and its employees relieving the former from liability for personal injury to any workman; similarly, contributions by the company to the funds of any insurance or provident society, whereby compensation is made to an employee sustaining injury, do not in any way release the company from liability for damages for personal injury (4). Provision is made for the inspection of railways before opening, the proper equipment of trains, the qualification of engine drivers (these being required to have had at least three years experience as locomotive firemen); the packing of frogs, wing-rails, etc.; the reporting of accidents; the prevention of fires; and the passing of by-laws and regulations. Passenger conductors are given the power and authority of constables (5). An annual statistical return must be made by every company with regard to such matters as capital, traffic, working expenses, etc., and a semi-annual return of the accidents which have occured during the half year immediately preceding (6). An important section is that which provides machinery for the acquisition of railways by the government of the province, in case such acquisition is deemed in the public interest, including the fixing by arbitration of the amount of compensation to be paid (7). Other sections of the act have reference to tolls, express companies, interchange of traffic, and offences and penalties. The operation of street cars on Sunday is forbidden in the closing section of the act under a penalty of $400.

The Steam Boilers Act.

The steam Boilers Act, passed in 1906, was amended in several important particulars. The section defining the duties of inspectors in inspecting boilers was amended by the addition of seven clauses requiring, respectively, that boilers be stamped so as to show the tensile strength of the material; that hydrostatic tests be not less than fifty per cent. above the working steam pressure; that openings in the boiler shell over one and one quarter inch in diameter be reinforced by a suitable plate; that boilers requiring a safety valve to be over three inches in diameter be equipped with twin valves; that man holes in boilers to permit of inspection and cleaning be at least 10 inches by 15 inches in size and be strengthened with a reinforcing ring, the doors to be provided with two bolts rivetted to the inside; that the stress on stays does not exceed 8,000 pounds per square inch of net section, if tensile strength lies between 54,000 and 64,000 pounds, or not over one-eighth of the breaking strain, and having reference to the strenthening of steam domes. It is also provided that in the operation of large plants having a battery of boilers and where the horse power exceeds 500, the plant must be in charge of a holder of a first-class certificate, with the holder of at least a second-class certificate under him in charge of the boilers on both day and night shifts. A candidate for a final certificate, unable, through lack of education, to write, may secure the services of a person to write his answers to questions, provided the person so engaged be not an engineer and that the answers to the questions are written in the presence of an inspector. On the recommendation of an inspector and the payment of a fee of $3.00, a second provisional certificate, valid for one year, may be granted to any person who has submitted to an examination in accordance with the provisions of the act, but has failed to receive a recommendation for a final certificate. No further or other provisional certificate than these may be granted. (8).

The Taxation of Corporations.

An act was passed providing for the taxation of banks, joint-stock companies and other corporations. Among the rates fixed by this measure were the following:

(4) Sec. 154.
(5) Secs. 194 and 195.
(6) Secs. 224 and 225.
(7) Secs. 233 to 238.
(8) Chap. 5, sec. 18.

Banks.—Head offices are required to pay $400 annually and $200 additional for each branch up to four, all branches in excess of four and up to ten to pay $100 each.

Private banks.—A tax of $200 annually is levied, except in villages, in which case the tax is $100, with $25 added for each branch.

Insurance companies will pay a tax of one per cent on gross premiums with certain exceptions.

Loan companies will pay $100 on capital up to $100,000, and $75 on each additional $100,000 or fraction thereof of paid-up capital.

Trust companies will pay a tax of $100 per annum where the paid-up capital is $100,000 or less, and a sum of $50 on every additional $100,000 or fraction thereof of paid-up capital. Where the gross earnings of a trust company are $25,000 or over, the company must pay a further sum of $500 per annum.

Street railway companies will pay a tax of $200 per annum, and $10 for each mile of track in excess of 20 miles.

Telegraph companies are required to pay a tax of $1.00 per mile for every mile of line.

Telephone companies are taxed 50 cents per instrument, in cities of 10,000 inhabitants or over, and 25 cents on each instrument in localities having a population of less than 10,000.

Gas companies will pay $500 annually.

Electric light companies are taxed $500 in cities of 10,000, $100 in cities of less than 10,000, and $25 in towns and villages. Municipally operated plants are exempted from this tax.

Express companies having over 100 branch offices will pay $1,000 per annum, and those having over 50 but not more than 100 offices, $500 per annum (9).

The Noxious Weeds Act.

An act was passed to assist in securing the destruction of noxious weeds, under conditions which are of considerable importance to the agricultural interests of the province. The appointment of inspectors for the enforcement of the act is provided for, and their duties defined. The sale or disposal of grain intended for seed purposes, in which there are more than five seeds of any noxious weed per 1,000 seeds of such grain is forbidden. Similarly, bran-shorts, crushed grain or screenings containing the seeds of noxious weeds must not be disposed of except in closely woven and securely tied sacks, to be burnt or fed to sheep within enclosures which are the property of the feeders. A farmer, however, may remove to his own farm from an elevator or mill screenings of his own grain in closely woven sacks. Threshing machines must be cleaned before removal from one setting to another, and the grain as delivered by a thresher to the owner must not contain more than 100 seeds of noxious weeds, other than wild oats, in every 1,000 seeds of grain. All screenings containing the seeds of noxious weeds must be destroyed within five days after the grain is threshed or removed in closely woven sacks (10).

The Dairymen's Act.

An act was passed providing machinery for the incorporation of associations for the manufacture of butter and cheese. Such associations must consist of five members, and stock to the value of at least $1,500, of which $1,000 is paid up, must be subscribed. The site, plans and specifications of buildings for the manufacture of cheese and butter must be approved by the Minister of Agriculture. The act also provides for the appointment of a dairy commissioner, and for the making of loans to associations up to the amount of $1,500 (11).

Miscellaneous.

In an *Assignment Act* passed during the session, the usual clause is inserted giving to workmen's *wages*, not exceeding three months wages, a privileged

(9) Chap. 19.

(10) Chap. 15.

(11) Chap. 16.

claim in assignments for the benefit of creditors ([12]).

In an act passed for the protection of *game*, provisions are inserted regulating the sale of game heads and forbidding the exportation of low grade furs, except by permission of the Minister of Agriculture ([13]).

A by-law providing for the granting of a bonus of $100,000 to the *Grand Trunk Pacific Railway Company*, with exemption of taxation, by the city of Edmonton was authorized by special act ([14]).

It is provided by an addition to the *Interpretation* Act that legislation enacted previous to September, 1905, and having reference to the North-West Territories, shall apply to the province of Alberta ([15]).

([12]) Chap. 6, sec. 28. For a reference to the provisions of the law on this point in other provinces of the Dominion, see special article dealing with legislation for the protection of wages in Canada, published in the *Labour Gazette* for October, 1906, at page 377.

([13]) Chap. 14, secs. 11, 12 and 22.

([14]) Chap. 36.

([15]) Chap. 5, sec. 20.

An act passed in 1906 for the encouragement of the *sugar beet* industry was amended verbally in the section defining the amount to be paid to persons establishing plants. The alterations have the effect of dating all such payments from the passage of the act ([16]).

The following railway companies were incorporated:—

The Diamond Railway Company, Limited.
The Calgary and Knee Hill Railway Company.
The Knee Hill Railway Company.
The Crow's Nest and Prairie Electric Railway Company.
The Red Deer Railway and Power Company.
The Lethbridge Radial Tramway Company.

Among other important legislation of the session were a Village Act (Chapter 10); a Local Improvements Act (Chapter 11); a Public Health Act (Chapter 12) and a Vital Statistics act (Chapter 13). Clauses are inserted in the Public Health Act providing for the proper inspection of foods which are offered for sale ([17]).

([16]) Chap. 5, sec. 21.

([17]) Chap. 12, secs. 50 to 52.

SASKATCHEWAN LEGISLATION AFFECTING LABOUR, 1907.

THE second session of the first legislature of the Province of Saskatchewan, which began on the 21st day of February, 1907, was closed by prorogation on the 3rd day of April, 1907 ([1]). The number of acts passed during the session was 49. A review is given in the following article of the several measures included in this number, having reference to industrial and labour conditions.

The Mechanics' Lien Act.

A Mechanics' Lien Act was passed, similar in general outline to existing legislation in the other provinces ([2]). Under its provisions, any person performing service upon or furnishing materials for use in the construction of a building, wharf, trestle, mine, etc., is entitled to a lien for the price of his work or material attaching directly upon the estate or interest of the owner. Agreements waiving the rights of workmen under the act are null and void. The amount of the lien, however, must not be greater than the sum payable by the owner to the contractor, though where the lien is claimed by any other person than the contractor, the amount claimed is limited to the amount owing the contractor or subcontractor, or other person for whom the work has been done or the materials furnished. The owner is permitted to deduct a percentage of the contract price for 30 days in order to meet such liens, and payment may be made direct by an owner to the persons entitled to a lien. A mechanics' lien is given priority over all judgments, executions, attachments, etc., and over all conveyances and mort-

([1]) A copy of the acts of the session, in the form in which they received the Royal Assent was received at the Department of Labour during October, by courtesy of the Government printer, Regina, Sask.

([2]) For a review of this legislation throughout Canada see the *Labour Gazette* for September and October 1907, at pages 307 and 414 respectively. See also article elsewhere in present issue. The provisions of the Saskatchewan act are not included in the first two installments of this article.

gages, after registration of the lien. Liens for 30 days' wages have priority over all other liens, and any device to defeat this priority is null and void. The act also defines the procedure to be followed in registering, transmitting and discharging liens. With regard to the duration of a mechanics' lien, it is provided that a lien ceases if not registered within 30 days. A lien-holder is at any time entitled to information concerning, and inspection of the contract (3)

The Taxation of Corporations

A special act was passed respecting the taxation of corporations. The more important rates were fixed as follows:—

Banks.—Head offices are required to pay a tax of $400, with an additional sum of $100 for each branch office or agency up to four in number, and an additional tax of $50 for each branch office or agency over four and up to eight in number. For each branch office or agency over eight in number the tax is $25.

Private banks.—Head offices are taxed $200 when situated in a city or town and $100 when in a village with an additional tax of $25 for each branch or agency.

Insurance companies.—The tax is one per cent. on gross premiums of life insurance companies, and two thirds of one per cent. on premiums of other insurance companies.

Loan and trust companies.—The tax is fixed at forty cents for each $1,000 employed.

Telegraph.—The rate is one per cent. on gross receipts.

Express companies.—A tax of $100 is imposed, with an additional tax of $3.00 for each branch office over 25 in number.

Land companies.—Companies having among their assets money unpaid on sales of lands are to be taxed $20, unless the amount of unpaid purchase money exceeds $50,000, in which case the rate is forty cents for every $1,000 remaining unpaid at the end of the year. (4).

Miscellaneous.

The sections of the Ordinance of 1904, *respecting Masters and Servants,* having reference to counter claims by employers, procedure on trial, and judgments in connection with proceedings for non-payment of wages were, repealed. (5).

In a *Jury* Act passed during the session, the following were declared to be exempt from serving as jurors:-Governments officials and employees licensed; ferrymen and mail carriers; members; of the N. W. Mounted Police force; salaried firemen in the employ of any municipality; railway employees; telegraph operators; clerks of chartered banks; and millers in actual employment. (6).

The Ordinance of 1903 respecting *hail insurance,* was amended, permitting the Minister to enter into contracts to indemnify against loss to growing crops by hail, to the amount of $5.00, instead of $4.00 as previously, for every acre insured. A re-arrangement of the fees to be paid was also made, the present rates being eleven cents for each acre to be insured at the rate of $3.00; fifteen cents for an insurance of $4.00 per acre; and nineteen cents where the rate is $5.00 per acre. (7).

By an act *respecting open wells and others things dangerous to stock,* it is forbidden to have any open excavation of a sufficient area and depth to be dangerous to stock which may come or stray upon the premises. The storing of unprotected grain is also prohibited. No proceedings to recover a penalty under this act may be taken except by a person whose stock has been killed or injured, or is liable to be killed or injured by reason of the non-observance of the act. The maximum penalty is fixed at $25. (8).

(3) Chap. 21. The provisions of this act, in so far as they relate to procedure for the enforcement of liens, are set forth in a special article published elsewhere in the present issue, dealing with legislation throughout Canada with regard to the enforcement of mechanics' liens.

(4) Chap. 22.

(5) Chap. 32, sec. 4. For reference to these provisions see *Labour Gazette* for August, 1906, p. 158.

(6) Chap. 11, sec. 4.

(7) Chap. 29.

(8) Chap. 30.

LEGISLATION IN CANADA WITH REGARD TO MECHANICS' AND WAGE-EARNERS' LIENS—*Continued.*

THE procedure by which mechanics' liens for wages may be realized in Canada differs considerably in detail in the several provinces. In the following statement the general nature of the proceedings for enforcement in each province is set forth, with particular reference to the more important legal steps to be taken in bringing suits for recovery of wages under the several acts.

Enforcement of Mechanics' Liens in Nova Scotia.

In Nova Scotia mechanics' liens may be enforced by actions brought in the County Court of the district in which the lands charged are situated, according to the ordinary procedure of the court (1). The action must be commenced by filing in the office of the clerk a statement of the claim verified by affidavit (2). Any number of lien-holders claiming liens on the same property may join in an action, and any action brought by a lien-holder shall be regarded as having been brought by all the other lien-holders on the property, all lien-holders served with a notice of the trial to be treated as if they were parties to the action (3). Every lien-holder who is not a party to the action must file his claim verified by affidavit (4). A statement of claim must be served within a month after it is filed, though the court may extend the time for service (5). The statement of the defence must be in a prescribed form with an affidavit of verification, and must be delivered within the same time as for entering an appearance in an action in the Supreme Court (6)

The *form* of the *trial* and the *powers of the court* are set forth in full detail. After the delivery of the statement of defence, where the plaintiff's claim is disputed, or after the time for the delivery of statement of defence in all other cases, if it is desired to try the action otherwise than at the ordinary sittings of the court, either party may apply to the judge to fix a date for the trial. On the day appointed, the case must be fully heard, and every effort made to dispose finally of the action and adjust the rights and liabilities of the parties involved (7). The judge, if he sees fit, may order the estate or interest charged with the lien to be sold after a reasonable time for advertising and the sale or removal of any materials may also be ordered (8). Lien-holders, who have not proved their claims at the trial, are permitted to prove them subsequently at any time before the amount realized for the satisfaction of liens has been distributed, and if their claims are proved, they may share in the distribution upon such terms as to costs, etc., as may be considered just (9). Lien-holders for an amount not exceeding $100, or lien-holders not parties to the action, may attend in person at the trial, or may be represented by a solicitor (10). All moneys realized from a sale are to be paid into the court to the credit of the action, and the judge who ordered the sale of the lands must direct the distribution thereof, adding to the claim of the person conducting the sale, his actual disbursements incurred in con-

(*) In previous articles dealing with legislation in Canada with regard to mechanic's and wage earners' liens, published in the *Labour Gazette* for September and October, 1907, at pages 307 and 414, respectively, the origin and nature of mechanics' liens were described in detail, with special reference to the manner in which such liens attached to property, the amount to which liens are limited, the protection of the interests of owners, the manner in which liens may be registered, consolidated and transmitted, the rights of lien holders as to priority of claim, security of lien holders, mechanics' lien on chattels, etc. See also article dealing with Saskatchewan legislation affecting labour, 1907, published elsewhere in present issue, for statement with reference to mechanics' lien legislation enacted in that province during the present year.

(1) N. S., stat. 1904, chap. 25, sec. 2.

(2) R. S. N. S., 1900, chap. 171, sec. 28, sub-sec 2.

(3) R. S. N. S., 1900, chap. 171, sec. 28, sub-secs 3 and 4.

(4) R. S. N. S., 1900, chap. 171, sec. 28, sub-sec. 5.

(5) R. S. N. S., 1900, chap. 171' sec. 28, sub-sec. 6.

(6) R. S. N. S., 1900, chap. 171, sec. 29.

(7) R. S. N. S., 1900, chap. 171, sec 30, sub-sec. 1.

(8) R. S. N. S., 1900, chap. 171, sec. 30, sub-sec. 2 and 3.

(9) R. S. N. S., 1900, chap. 171, sec. 30, sub-sec. 4.

(10) R. S. N. S., 1900, chap. 171, sec. 30, sub-sec. 5.

nection therewith. Where sufficient to satisfy the judgment and costs is not realized, the judge must certify the deficiency and the names of the persons who are entitled to recover, as well as the persons adjudged to pay the same, it being permitted to enforce the law by execution or otherwise as a judgment of the court ([11]).

Eight clear days' *notice* must be served by a person obtaining an appointment, fixing the date and place of trial upon the solicitors for the defence and upon all lien-holders known to him, who have registered their liens, and upon all other persons having any registered charge against the lands in question. This notice must be served personally, unless otherwise directed by the court ([12]).

Any lien-holder may apply for the *carriage of the proceedings* and may be granted the same by the judge, being constituted thereupon the plaintiff in the action for all purposes in connection with the proceedings ([13]).

The judgment of the court in all cases where the total amount of the claims is $100 or less, is binding and without *appeal*, though another trial may be granted if application is made within 14 days after judgment is rendered ([14]). In actions where the total amount of the liens exceeds $100, an appeal to the Supreme Court is allowed, whose judgment shall be final ([15]). though a judge of the Supreme Court may, upon the application of any party to an action to enforce a lien, transfer the action to the County Court of the district in which the lands are situated, in which case the latter shall have full power and authority to determine the action ([16]).

All costs under the act are at the discretion of the court, or judge ([17]). In the case of claims filed in the city of Halifax, in an action to enforce a mechanics' lien, a fee of fifty cents is payable ([18]).

([11]) R. S. N. S., 1900, chap. 171, sec. 30, sub-sec. 6.
([12]) R. S. N. S., 1900, chap. 171, sec. 31.
([13]) R. S. N. S., 1900, chap. 171, sec. 33.
([14]) R. S. N. S., 1900, chap. 171, sec. 34.
([15]) R. S. N. S., 1900, chap. 171, sec. 35.
([16]) N. S., stat. 1904, chap. 25, sec. 4.
([17]) R. S. N. S., 1900, chap. 171, sec. 36.
([18]) R. S. N. S., 1900, chap. 171, sec. 37.

Where a deficiency remains after the sale of a property to meet the claims of lien-holders, the owner thereof is still liable to the lien-holders for the amount, as well as for any costs of the court for which he may be liable, and the amount may be recovered by the usual process of the court ([19]).

A schedule is appended to the act giving the form in which certificates vacating liens must be made.

It is expressly provided in Nova Scotia that when a claimant for a mechanics' lien fails in court to establish a valid lien, he may nevertheless recover a *personal judgment* against the parties to the action for any sum that is due to him and which he might recover in an action on the contract ([20]).

Enforcement of Mechanics' Liens in Prince Edward Island.

Under the Prince Edward Island Act of 1879, proceedings to recover mechanics' liens may be taken, when the amount of the claim is within its jurisdiction, in the County Court of the county in which the land charged is situated, or in the Supreme Court. The judge may proceed in a summary manner, and in default of payment, may direct the sale of the estate charged, and take such other proceedings in settlement of the action as he may think proper ([21]). Any conveyance under the seal of the Supreme Court is to be effectual in passing the interest or estate sold. Fees and costs are to be, as in similar matters, according to the ordinary procedure of the courts ([22]). In other cases the lien may be realized in the Court of Chancery ([23]). The sale and removal of machinery may also be authorized by a judge in settlement of a claim of this nature ([24]).

The act of amendment passed in 1882 contained a number of provisions defining in further detail the procedure be taken in realizing a mechanics' lien. After proper registration, it is provided

([19]) R. S. N. S., 1900, chap. 171, sec. 38.
([20]) R. S. N. S., 1900, chap. 171, sec. 42.
([21]) P. E. I., stat. 1879, chap. 8, sec. 13.
([22]) P. E. I., stat. 1879, chap. 8, sec. 13, sub-sec 2 and 3.
([23]) P. E. I., stat. 1879, chap. 8, sec. 14.
([24]) P. E. I., stat. 1879, chap. 8, sec. 15.

that the debtor may be summoned for examination under oath, with regard to the claim, providing the period of credit which may have been given by the lien-holder had expired ([25]). The form of the summons is duly defined, one of its provisions being that the debtor must appear for examination within 10 days ([26]) the service of the summons and the proof of the service to conform to the ordinary custom of the court ([27]). If the debtor does not deny the debt, or refuses to appear, the judge may order the land or material charged by the lien to be sold by public auction after due advertisement, and in other respects as the judges may consider most expedient to satisfy the lien ([28]). After the sale, a deed or bill of sale, according as the property is real or personal, operates as an absolute conveyance of the property ([29]). A party interested in the premises charged by the lien may apply to have the proceedings stayed on the ground of fraud or collusion between the persons registering the lien, and the judge, in that case, may make such orders as may seem proper or the justice of the case requires ([30]). In case a partial payment of the claim is made, the judge may order a partial sale to satisfy the claim, but the lien-holders may proceed nevertheless to enforce the balance of the claim ([31]). If any surplus arises from the sale or partial sale of the property, it must be paid out by order of the judge to such persons as he may consider legally entitled thereto, but no such payment may be made until the persons claiming the lien have abandoned or substantiated their rights to a lien for the balance ([32]). Sales made under the act must be made by the sheriff of the county in which the land or property to be sold is situated, though a judge may order otherwise if he deems it advantageous ([33]).

([25]) P. E. I., stat. 1882, chap. 11, sec. 1.
([26]) P. E. I., stat. 1882, chap. 11, sec. 2.
([27]) P. E. I., stat. 1882, chap. 11, sec. 3.
([28]) P. E. I., stat. 1882, chap. 11, sec. 4.
([29]) P. E. I., stat. 1882, chap. 11, sec. 5.
([30]) P. E. I., stat. 1882, chap. 11, sec. 6.
([31]) P. E. I., stat. 1882, chap. 11, sec. 7.
([32]) P. E. I., stat. 1882, chap. 11, sec. 8.
([33]) P. E. I., stat. 1882, chap. 11, sec. 9.

In case a lien-holder is shown to have wrongfully refused to grant a discharge of a lien, or to have claimed a larger sum than was justly owing to him, the judge may order him to pay such costs as may, in the opinion of the court, be fitting ([34]).

Nothing in the Prince Edward Island Act is to be construed as debarring any one from pursuing a common law remedy to recover any claim for wages ([35]).

Enforcement of Mechanics' Liens in New Brunswick.

In *New Brunswick*, no writ of summons is required in enforcing a mechanics' lien, but the claimant may file a statement of his claim, verified by affidavit, with a judge of the County Court of the county in which the lands are situated. ([36]). The judge thereupon must issue a certificate in duplicate, and upon registration of this certificate, the action is deemed to have been commenced against the owner and all other parties against whom the lien is claimed ([37]) The judge, at the same time, must appoint a time and place for the hearing of the case, due notice being served on the owner and other proper parties at least 15 days prior to the first proceedings of the action ([38]). Within 10 days after the fixing of the time and place in this manner, the defendants in the action may file a notice with the judge disputing the plaintiff's right to a lien ([39]). The judge thereupon, before taking further proceedings, must determine the question raised by the notice, and if so required by any of the parties, may issue a certificate of his finding in the matter, entering the same in his book if no request is received ([40]). Where the plaintiff's lien, however, is not disputed in this manner, and the proceedings are instituted by a sub-contractor, the owner must file with the judge a verified statement at least eight days before the hearing of the case,

([34]) P. E. I., stat. 1879, chap. 8. sec. 25.
([35]) P. E. I., stat. 1879, chap. 8, sec. 29.
([36]) C. S. N. B., 1903, chap. 147, secs. 39 and 40.
([37]) C. S. N. B., 1903, chap. 147, secs. 40 and 41.
([38]) C. S. N. B., 1903, chap. 174, secs. 42 and 43.
([39]) C. S. N. B., 1903, chap. 147, secs. 44.
([40]) C. S. N. B., 1903, chap. 147, secs. 45 and 46.

showing to what extent he admits his indebtedness in the matter of the plaintiff's lien and other liens of the same class. In case the owner omits to file this statement, or files an untrue statement, the judge may order him to pay all costs incurred in establishing the true amount owing by him ([41]). The lien-holders must also submit a verified statement of the amounts due to them within six days of the hearing of the action, in which credit must be given for all sums in cash, merchandise or otherwise, received from the debtor ([42]). As in Nova Scotia, a lien-holder, who has registered his lien, but has not filed his claim within the time limit set forth, may be allowed by the judge to share in the distribution of any sum collected for the satisfaction of a lien, upon such terms as to costs as appear just. ([43]) Having received the above statements, the judge must proceed to take an account of what is due from the owners, and what is due to the respective lien-holders, and also to make an apportionment of the costs, settle priorities, and otherwise conduct inquiries with a view to the adjustment of the several claims. On the completion of this duty, he is required to make a report as to the result of his inquiry, and direct that any money found due by the owner shall be paid into a bank to the credit of the action at the expiration of one month from the date of the report ([44]). If any dispute arises as to the amount due by the owner for the satsifaction of mechanics' liens, or as to the amount claimed to be due to any of the lien holders, the costs occasioned by the dispute must be borne as the judge directs ([45]). In case it is found by the judge that nothing is owing by the owner, all further proceedings must be stayed, with costs at the discretion of the judge, and at the expiration of 14 days thereafter, a certificate may be granted vacating the lien of the plaintiff and all other liens of the same class ([46]). Where it is found that something is owing by the owner, he may pay the amount into a bank named by the judge, to the credit of the action on or before a day appointed for payment. The judge may thereupon vacate the lien of the plaintiff and all other liens of the same class ([47]), and may pay out the money to the parties entitled thereto ([48]). The owner's costs in obtaining and registering a certificate vacating the lien are at the discretion of the judge ([49]). Upon the registration of a certificate of vacation, liens are declared vacated and discharged ([50]). In default of payment by the owner within the time directed by the judge's report, the judge, on application from the plaintiff, may order a sale of the land for the satisfaction of the lien ([51]), the judgment for a sale to be entered in the office of the Clerk of the County Court ([52]). The sale must be conducted by the sheriff ([53]), who must pay the proceeds into a bank to the credit of the action, and make a report upon the sale to the judge, the latter taxing the costs of the sale and apportioning the money realized among the parties([54]). In the carrying out of a sale and apportioning the moneys realized thereby, the plaintiff is regarded as representing all the other lien-holders unless the judge otherwise directs, and the lien-holders of each class rank *pari passu* for the several amounts, the proceeds of the sale being distributed among them pro rata according to their several claims and rights ([55]). The judge may add parties as he may deem necessary from time to time, and the death of an owner or another defendant shall not cause the proceedings to abate, but they may be continued against the personal representatives of the owner or other defendants ([56]). A similar provision to that in Nova Scotia with regard to the

([41]) C. S. N. B., 1903, chap. 147, sec. 47.
([42]) C. S. N. B., 1903, chap. 147, sec. 48.
([43]) C. S. N. B., 1903, chap. 147, sec. 49.
([44]) C. S. N. B., 1903, chap. 147, sec. 50.
([45]) C. S. N. B., 1903, chap, 147, sec. 51.
([46]) C. S. N. B., 1903, chap. 147, sec. 52.
([47]) C. S. N. B., 1903, chap. 147, sec. 53.
([48]) C. S. N. B., 1903, chap, 147, sec. 56.
([49]) C. S. N. B., 1903, chap. 147, sec. 54.
([50]) C. S. N. B., 1903, chap. 147, sec. 55.
([51]) C. S. N. B., 1903, chap. 147, sec. 57.
([52]) C. S. N. B., 1903, chap. 147, sec. 59.
([53]) C. S. N. B., 1903, chap. 147, sec. 60.
([54]) C. S. N. B., 1903, chap. 147. sec. 61.
([55]) C. S. N. B., 1903, chap. 147, sec. 62, sub-secs. 1-2.
([56]) C. S. N. B., 1903, chap. 147, sec. 62. sub-secs 3-4.

carriage of proceedings is in force in New Brunswick ([57]). Proceedings may be dismissed for want of prosecution, in which case the judge may apply the costs as he finds just ([58]).

The New Brunswick Act also provides for cases in which *infants* may be defendants in an action for the recovery of mechanics' liens, the law stating that all notices, etc., may be served upon their guardians, or in case they have no official guardian, a guardian *ad litem* appointed by the judge ([59]).

Fees and *costs* under the Mechanics' Lien Act of New Brunswick are the same as are payable in respect of similar matters according to the ordinary procedure of the County Court. Where the costs for the enforcement of a lien, however, are payable out of the amount realized by the proceedings, and exceed 10 per cent. of that amount, they must be reduced proportionately by the judge, so as not to exceed the amount, and no further costs than the reduced amount may be recovered between party and party or solicitor and client ([60]). It is further provided that in no case must costs taxed against any of the parties exceed 10 per cent. of the amount in dispute between the party and the person to whom the costs are awarded ([61]). In cases where the lien has not been paid in full, a certificate for the balance of the claim may be issued by the judge, which, after having been filed in the office of the clerk of the court, may be enforced as a judgment of the County Court ([62]).

An *appeal* to the Supreme Court from orders or certificates made by a judge of a County Court under the act is allowable in the same manner as from any other order or decision of a County Court Judge ([63]). The proceedings upon such order and certificate may be stayed as in ordinary cases where an appeal is made ([64]). Judges are given the general power of enlarging for good cause the time in which new proceedings are to be taken upon application made either before or after the time for taking such proceedings has expired ([65]).

Any moneys paid into a bank under the act must be paid out by order of the judge as he may direct ([66]). A provision is inserted in the act whereby in case a judge of a County Court in which an action is brought, is interested in any proceedings under the act, or related to any of the parties, the case may be taken for trial before another judge of a County Court ([67]).

Affidavits required under the act may be sworn before a justice of the peace or a commissioner for taking affidavits ([68]).

Enforcement of Privileged Claims in Quebec.

In order to preserve the special privilege for wages accorded by the Quebec law, workmen or labourers must give notice in writing, or verbally before a witness, to the proprietor of the immoveable, that they have not been paid for their work at and for each term of payment due to them. This notice may be given by one employee in the name of all other workmen who have not been paid, but in such cases the notice must be in writing. The architect and builder are likewise required to inform the proprietor of the immoveable, or his agent, in writing of the contracts which they have made with the chief contractor, within eight days from the signing of the same. A supplier of materials must, before delivering any material, give notice in writing to the proprietor, of the contracts which have been made by him for the delivery of materials, making mention of the cost, and of the immoveable for which they are intended. These notices on the part of suppliers of materials have the effect of an attachment by garnishment on the contract price. Within three months following such a notice, the interested parties must take legal proceedings to

([57]) C. S. N. B., 1903, chap. 147, sec. 63.
([58]) C. S. N. B., 1903, chap. 147, sec. 64.
([59]) C. S. N. B., 1903, chap. 147, sec. 65.
([60]) C. S. N. B., 1903, chap. 147, sec. 66, sub-sec. 1.
([61]) C. S. N. B., 1903, chap. 147, sec. 66, sub-sec. 2
([62]) C. S. N. B., 1903, chap. 147, secs 67 & 68.
([63]) C. S. N. B., 1903, chap. 147, sec. 69, sub-sec. 1.
([64]) C. S. N. B., 1913, chap. 147, sec. 69, sub-sec. 2.
([65]) C. S. N. B., 1903, chap. 147, sec. 72.
([66]) C. S. N. B., 1903, chap. 147, sec. 73.
([67]) C. S. N. B., 1903, chap. 147, sec. 74.
([68]) C. S. N. B., 1903, chap. 147, sec. 75.

have the debtor condemned and the seizure declared valid under penalty of the lapse of the claim. The proprietor of the immoveable must be made a party to this suit. In case the proceeds realized in an action to recover a privilege are insufficient to pay the labourer, workman, architect and supplier, or in cases of contestation, the additional value given to the work is to be established by a relative valuation effected in the manner prescribed by the Code of Civil Procedure ([69]).

Enforcement of Mechanics' Liens in Ontario.

A mechanic's lien in Ontario may be realized by bringing action in the High Court of Justice, in accordance, for the most part, with the ordinary proceedings of that court ([70]). The action may be commenced by filing a statement of claims, verified by affidavits, without issuing a writ of summons ([71]). This statement must be served within a month after it has been filed, unless the judge extends the time for service, the time for entering a statement of defence being the same as for entering an appearance in other actions in the High Court ([72]). All lien-holders, who have been served with a notice of the trial, are to be treated for all purposes as if they were parties to the action ([73]).

An action to enforce a mechanics' lien may be tried by the master in ordinary, a local master of the High Court, an official referee, or a judge of the County Court in the judicial district in which the lands affected by the action are situated, as well as by a Judge of the High Court of Justice ([74]). These officers are expressly endowed, for the purposes of the case, with all the jurisdiction and authority of the High Court in addition to their ordinary powers. ([75]).

After the delivery of the statement of defence above mentioned, where the plaintiff's claim is disputed, or after the time for the delivery of defence in all other cases, where it is desired to try the action other than at the ordinary sitting of the High Court, either party may request a day to be fixed for the trial. The judge thereupon, after fixing a date, is required to try the action and to decide all questions arising in connection therewith ([76]). He may, if he thinks necessary, order the estate charged with the lien to be sold, allowing, however, a reasonable time for the purpose of advertising the sale ([77]). He may likewise order the sale of any material ([78]). Lien-holders, who have not proved their claims at the trial, may be let in to prove them subsequently, on such terms as to costs as may be just, at any time before the amount realized by the action has been distributed ([79]). Lien-holders for an amount not exceeding $100 are also given the right to attend in person at the trial or to be represented by a solicitor or other agent as they may choose ([80]). On the sale of a property to satisfy a lien, the Judge must make a report on the matter, directing to whom the moneys must be paid, and adding to the amount of the person who conducted the sale his actual disbursements in connection therewith. Where sufficient to satisfy the judgment and costs is not realized from the sale, the judge must certify the amount of the deficiency and the names both of the persons who are entitled thereto and of the persons adjudged to pay the same, and the enforcement of this certificate may be by execution or otherwise as a judgment of the court. ([81]).

The party on whose application the day and place of the trial has been fixed as above, must serve a notice in specified form at least eight days before the date of the trial, upon the solicitor of the defendant, upon all lien-holders who have registered their liens or who are known to him, and also upon all other persons having any charge or encumbrance upon

([69]) Que. stat. 1895, chap. 42, sec. 2.
([70]) R. S. O., Chap. 153, Sec. 31, sub-sec. 1.
([71]) R. S. O., Chap. 153, Sec. 31, sub-sec. 2.
([72]) R. S, O., chap. 153, sec. 31, sub-sec. 3.
([73]) R. S. O., chap. 153, sec. 31, sub-sec. 4.
([74]) R. S. O., chap. 153, sec. 34.
([75]) R. S. O., Chap. 153, sec. 34.
([76]) R. S. O., chap. 153, sec. 35, sub-sec. 1.
([77]) R. S. O., chap. 153, sec. 35, sub-sec. 2.
([78]) R. S. O., chap. 153, sec. 35, sub-sec. 3.
([79]) R. S. O., chap. 153, sec. 35. sub-sec. 4.
([80]) R. S. O., chap. 153, sec. sec. 35. sub-sec. 5.
([81]) R. S. O., chap. 153, sec. 35. sub-sec. 6.

the land affected. This service must be personal, unless otherwise directed by the judge who is to try the case ([82]).

A transferring of the carriage of the proceedings is allowed as in Nova Scotia and New Brunswick ([83]).

In the matter of *appeal*, the judgment of the court of first instance is to be final in all actions where the total amount of the claim for liens aggregates $100 or less, except that the judge may, upon application within fourteen days of the delivery of the judgment, grant a new trial ([84]). Where the total amount of the claim is over $100 and not more than $200, an appeal to a divisional court is allowed, the judgment of the latter to be final upon the appellant, though the respondent may appeal therefrom to the Court of Appeal, whose judgment shall be binding ([85]). In all other cases, an appeal is allowed in like manner and to the same extent as from the decision of a judge trying an action in the High Court without a jury ([86]).

With regard to *costs*, it is provided in the Ontario law that no fees are payable to a judge in an action brought to realize a mechanics' lien or on any proceedings in the action, except that every person, other than a wage earner, must, on filing his claim or statement of claim, pay a fee of $1 on every $100 or fraction thereof of the amount of his claim up to $1,000 ([87]). Plaintiffs and successful lien-holders costs must not exceed in the aggregate 25 per cent. of the amount of the judgment and actual disbursements; they must be in addition to the judgment and must be borne in such proportion as the trial judge may direct ([88]). Where the costs are awarded against plaintiff or lien-holder, they must not exceed 25 per cent. of the claim and actual disbursements ([89]). In case the least expensive course under the act has not been taken by the plaintiff, the costs allowed to his solicitor must in no case exceed what would have been incurred had the least expensive course been taken ([90]). A reasonable amount of costs for drawing and registering a lien or for vacating the registry of a lien, may be allowed by the judge ([91]). Incidental costs not otherwise provided for, are to be at the discretion of the judge or official to whom the application or order in connection with which the costs were incurred, was made. ([92]).

The procedure in making *payments out of court* is carefully defined in the Ontario Act. Except in actions tried by judges of the High Court, the judge, when the time for paying out arrives, must forward to the accountant of the Supreme Court of Judicature a requisition for all cheques, accompanied by a certified copy of his judgment and of his report of any sale made thereunder. The latter is thereupon required to return to the judge cheques for the amount payable to the persons specified in the requisition, for distribution by the judge among the persons entitled thereto ([93]). No fees are payable on payments out of court in respect to a claim of liens, though sufficient postage stamps to prepay a return registered letter must be enclosed with every requisition for cheques ([94]).

The person liable for the amount of a judgment in favour of a lien-holder is required under the Ontario law to pay any deficiency which may remain after a sale of property, and if sufficient to satisfy the judgment costs is not realized from the sale, the deficiency may be recovered by execution against the property of the defendant ([95]). In case also a claimant fails to establish a valid lien, he is not debarred thereby from recovering a personal judgment against any party to the action, for the sum that is owing to him and which he may recover by execution against the property of the debtor ([96]).

([82]) R. S. O., chap. 153, sec. 36.
([83]) R. S. O., chap. 153, sec 38.
([84]) R. S. O., chap. 153, sec. 39, sub-sec. 1.
([85]) R. S. O., chap. sec. 39. sub-sec. 2.
([86]) R. S. O., chap. 153, sec. 39.
([87]) R. S. O., chap. 153, sec. 40.
([88]) R. S. O... chap. 153, sec. 42.
([89]) R. S. O., chap. 153, sec. 42.
([90]) R. S. O., chap. 153, sec. 43.
([91]) R. S. O., chap. 153, sec. 44.
([92]) R. S. O., chap. 153, sec. 45.
([93]) R. S. O., chap. 153, sec. 46, sub-sec. 1.
([94]) R. S. O., chap. 153, sec. 46. sub-sec. 2.
([95]) R. S. O., chap. 153, sec. 47.
([96]) R. S. O., chap. 153, sec. 48.

Enforcement of Mechanics' Liens in Manitoba.

In Manitoba, mechanics' liens may be realized by actions brought in the Court of King's Bench according to the ordinary procedure of the court, except as varied by the act. All lien-holders served with a notice of trial are to be treated, for all purposes, as if they were parties to the action ([97]). The action may be tried by a judge at any regular sitting of the court, or when the aggregate amount of the liens involved does not exceed $1,000, by a local judge of the Court of King's Bench within whose judicial district the cause of action has arisen ([98]). The local judge in these cases has the same powers as a local Master under the King's Bench Act, and all powers and authority otherwise conferred upon a judge of the Court of King's Bench. If, during the progress of an action before a local judge, it appears that the aggregate amount involved exceeds $1,000, he may, with the consent of the parties, continue to try the case, or he may refer the action, in his discretion, to a judge of the King's Bench at Winnipeg, and order all papers and documents to be transferred to the proper officers in that city ([99]). The procedure for appointing a day and place for the trial, the general powers of the judge in directing a sale of lands or materials, and in making a report thereon, the letting in of lien-holders who have not proved their claims at the trial, the attendance of lien-holders in person at the trial and the transferring of the carriage of proceedings are provided for in substantially the same manner as in Ontario ([100]). In the matter of *appeals*, the judgment of the court of first instance is final, as in Ontario, in all actions where the total amounts of the claims is less than $100, or less, except that a new trial may be granted on application within 14 days after the judgment has been pronounced ([101]). When the total amount exceeds $100, an appeal to the Court of King's Bench, *in banc*, is allowed, whose judgment is final ([102]). The same limits with regard to costs to plaintiffs and successful lien-holders, and in cases where costs are awarded against the plaintiff, are fixed as in Ontario ([103]), and in cases where the least expensive course has not been taken, and where a lien is discharged or vacated, the acts of the two provinces are identical ([104]). Similarly, in the matter of procedure in making payments out of court, and in holding persons against whom a judgment in favour of lien-holders has been made personally liable for any deficiency which may remain after the sale of the property, the legislation of the two provinces is in substantial agreement ([105]).

([97]) R. S. Man. 1902, chap. 110, sec. 27.
([98]) R. S. Man., 1902, chap. 110, sec. 29.
([99]) R. S. Man., 1902, chap. 110, sec. 30.
([100]) R. S. Man., 1902, chap. 110 sec. 31, 32 and 34.
([101]) R. S. Man., 1902, chap. 110, sec. 35.

Enforcement of Mechanics' Liens in Saskatchewan.

In Saskatchewan where a Mechanics' Lien Act was passed during the present year superseding the North West Territories Ordinance previously in force, actions to realize under a Mechanics' Lien must be brought and tried in the district court in the same manner, and subject to the same right of appeal as ordinary actions ([106]). The Judge is given power to decide all questions necessary to dispose of the action. He may direct that the interest charged with the lien may be sold after a reasonable time for advertising the sale, and when the sale has been held he must say to whom the monies in court shall be paid, adding to the claim of the person conducting the sale his actual disbursements. Where sufficient to justify the judgment and costs is not realized from the sale the deficiency may be covered by execution or otherwise as a judgment of the Court ([107]). With regard to costs, a reasonable amount may be allowed by the judge for drawing and filing the lien, or for vacating the registration of the lien; other incidental costs in connection with applications and orders are in the

([102]) R. S. Man., 1902, chap. 110, sec. 36.
([103]) R. S. Man., 1902, chap. 110, sec. 37 and 38.
([104]) R. S. Man., 1902, chap. 110, sec. 39 and 40.
([105]) R. S. Man., 1902, chap. 110, secs. 41, 42, 43 and 44.
([106]) S.S 1907, Chap. 21, Sec. 30.
([107]) S. S. 1907, Chap. 21, Sec. 33.

discretion of the judge ([108]). All judgments in favour of lien holders must provide that the person or persons liable for the amount of the judgment must pay any deficiency remaining after the sale of the property, the said deficiency in cases where sufficient to satisfy the judgment and costs is not realized to be recovered by execution ([109]). Where actions brought under the Act fail to establish a valid lien, a personal judgment may nevertheless be recovered for such sums as are due, and which might be recovered in an action on contract [110].

All liens filed prior to the coming into force of the Act must be enforced under the legislation previously provided, viz., the Mechanics' Lien Ordinance of the North West Territory, passed in 1898. The date on which the Act comes into force will be proclaimed in the Saskatchewan Gazette ([111]).

Enforcement of Mechanics' Liens in Alberta.

Liens under the Alberta Act, not exceeding $200 in amount, may be tried summarily by originating summons as provided for by the Judicature Ordinance of the North West Territory as quickly as possible, according to the ordinary practice and procedure of the Court ([112]). No appeal is allowed where the claim does not exceed $200 ([113]). Where the claims are in excess of $200 the lien may be realized in the Supreme Court of the West Territories in the Judicial District in which the land charged is situated, the ordinary procedure of the Court to be followed ([114]). Judgment for the amount of the claim may be given as if the liability in question had been sued for in the ordinary way, and without reference to the Mechanics' Lien Act ([115]). The judges of the Supreme Court are given power to make general rules and regulations not inconsistent with the Act, for expediting business and for the advancement of the interests of suitors ([116]). As in the case of Saskatchewan the Act of 1907 is not retroactive ([117]).

Enforcement of Mechanics' Liens in British Columbia.

Proceedings for the recovery of a mechanics lien may be taken in British Columbia before a judge of the County Court of the county in which the land charged is situated, no matter what the amount of the claim may be. The judge is thereupon authorized to proceed in a summary manner by summons and order, to carry out the necessary inquiry. In default of payment he may direct the sale of the estate charged, and may otherwise act in his discretion. With regard to procedure, the ordinary practice of the court is to be followed when not otherwise provided; when there is no guide, the practice and procedure of the Supreme Court is to be adopted.

Fees and costs in all proceedings are to be the same as in ordinary proceedings of the court.

An appeal is allowed from any judgment or order of the court as in ordinary cases ([118]), but where the lien is for less than $250 the judgment of the first court is final and binding ([119]).

The person against whose property a mechanics' lien has been registered may apply to a judge of the County Court, in case hardship or inconvenience has been caused by the action of the lien holder, for a summons calling upon the opposite party to show cause why the lien should not be cancelled on sufficient security being given. This summons must be served on the opposite party and returned in three days thereafter, or as the judge may direct ([120]). On the return of this summons the judge may order the cancellation of the lien, either

([108]) S. S. 1907, Chap. 21, Sec. 35 and 36.
([109]) S. S. 1907, Chap. 21, Sec. 37.
([110]) S. S. 1907, Chap. 21, Sec. 38.
([111]) S. S. 1907, Chap. 21, Sec. 41 and 43.
([112]) Alberta Statutes 1906, Chap. 21, Sec. 21.
([113]) Alberta Statutes 1906, Chap. 21, Sec. 22.
([114]) Alberta Statutes 1906, Chap. 21, Sec. 23.
([115]) Alberta Statutes 1906, Chap. 21, Sec. 24.
([116]) Alberta Statutes 1906, Chap. 21, Sec. 40.
([117]) Alberta Statutes 1906, Chap. 21, Sec. 41 and 42.
([118]) R. S. B. C., 1897, Chap. 132, Sec. 16.
([119]) B. C. Stat., 1900, Chap. 20, Sec. 24.
([120]) R. S. B. C., 1897, Chap. 132, Sec. 17.

in whole or in part upon the giving of satisfactory security by the party against whose property the lien is registered ([121]). The County Court Registrar must thereupon cancel the lien ([122]).

Where it is apparent that the action has resulted from the failure of an owner or contractor to fulfill the terms of his contract, or to comply with the provisions of the act, the judge may order him to pay all the costs of the proceedings, in addition to the amount of the contract, sub-contract, or wages due. In default for such costs a final judgment may be ordered against the contractor or owner with execution ([123]).

If the property sold in proceedings under the act is leasehold the purchaser is to be deemed the assignee of the lease ([124]).

The British Columbia statute provides in a special manner for the distribution of moneys realized under the act ([125]).

In further reference to procedure, the judges of a County Court are permitted to make general rules and regulations, not inconsistent with the act, for expediting and facilitating the business of the court and for the advancement of the interests of the suitors ([126]). By the act passed in 1882 it was further enacted, with regard to procedure, that upon the hearing of any claim or a lien the court might give judgment against the debtor in favour of the creditor for any indebtedness arising out of the claim in the same manner and to the same extent as if the indebtedness had been sued upon in the County Court in the ordinary way ([127]).

By an act passed in 1903-04 the limit of fees payable to a judge and of costs to plaintiff and against plaintiff, where the least expensive course had not been taken, and for vacating liens, etc., were made similar to the provisions of the Ontario act ([128]).

Arbitration of Disputes.

In *Prince Edward Island, Saskatchewan,* and *Alberta,* provision is made for the settlement by *arbitration* of disputes that may arise in respect to the claims of sub-contractors in respect of liens. In all three provinces it is expressly provided that recourse must be had to arbitration in all such cases, one arbitrator to be appointed by the person making the claim, one by the person against whom the claim is made, and the third by the two thus chosen, the decision of the arbitrators or a majority of them to be final and conclusive. In case either of the parties interested in the dispute refuses or neglects within three days, after receiving notice in writing, to appoint his arbitrator, or if the two arbitrators appointed fail to agree upon a third, the appointment may be made in the case of Prince Edward Island by the county judge of the county, or by a judge of the Supreme Court. In Saskatchewan and Alberta the appointment is to be made by a judge of the Supreme Court only. It is also provided that disputes arising as to the validity or amount of an unpaid account owing to a lienholder may be settled by arbitration ([129]).

Forms.

Forms to be adopted in proceedings under the Mechanic's Lien acts of the several provinces are prescribed as follows:—

Nova Scotia.—Claim of lien for registration; claim of lien for wages for registration; affidavit verifying claim; claim of lien for wages by several claimants; certificate of *lis pendens;* affidavit verifying claim on commencement of action; affidavit of lien holder verifying claim; defence where there are no matters disputed or where matters in dispute are matters of account; affidavit of owner verifying account; judg-

([121]) R. S. B. C., 1897, Chap. 132, Sec. 18.

([122]) R. S. B. C., 1897, Chap. 132, Sec. 19; B. C. Stat. 1900, Chap. 20, Sec. 15.

([123]) R. S. B. C., 1897, Chap. 132, Sec. 20.

([124]) R. S. B. C., 1897, Chap. 132, Sec. 21.

([125]) R. S. B. C., Chap. 132, Sec. 22. The order of distribution is set forth under the heading priority on Mechanics' Liens. See *Labour Gazette* for page

([126]) R. S. B. C., 1897, Chap. 132, Sec. 30.

([127]) B. C. Stat., 1900, Chap. 20, Sec. 23.

([128]) B. C. Statute, 1903–04, Chap. 35.

([129]) P. E. I., Statute, 1879, Chap. 8, Secs. 9, 19 and 20; C. O. N. W. T., 1898, Chap. 59, Secs. 12 and 14.

ment; notice of trial; certificates vacating lien.

Prince Edward Island.—Statement of claim.

New Brunswick.—Claim of lien; claim of lien for wages by several claimants; affidavits verifying claim; contractor's affidavit; affidavit of agent; affidavit of mortgagor; certificate and appointment by judge; notice disputing plaintiffs' right of lien; statement of account to be filed by owner; affidavit of owner verifying account; statement of account by lienholder; affidavit of lienholder verifying claim; order for sale of lands; certificates vacating lien; certificate for judgment for balance after realizing of lien.

Quebec.—Form of notice or memorial.

Ontario.—Claim of lien for registration; claim of lien for wages for registration; claim of lien for wages by several claimants; affidavit verifying claim for registration; affidavit verifying claim on commencement of action; certificate for registration;defence where there are no matters disputed or where matters in dispute are matters of account; affidavit of owner verifying account; notice of trial; statement of claim by lienholder not parties to the action; affidavit of lienholder verifying claim; judgment; certificates vacating lien.

Manitoba.—Claim of lien; claim of lien for wages by several claimants; affidavit verifying claim; affidavit verifying claim in commencing action; certificate of *lis pendens*; statement of defence; statement of defence where there are no matters in dispute or where matters in dispute are matters of account; affidavit of owner verifying account; notice of trial; statement of lienholders not parties to the action; affidavit of lienholders verifying claim; judgment; certificates vacating liens.

Saskatchewan.—Claim of lien for registration; claim of lien for wages for registration; claim for lien for wages by several claimants; affidavit verifying claim for registration; certificate for registration to be signed by the clerk of the Court.

Alberta.—Claim for mechanic's lien.

British Columbia.—Statement of claim; statement descriptive of work to be done; pay-roll.

ORIENTAL IMMIGRATION—MINISTER OF LABOUR LEAVES ON A SPECIAL MISSION TO JAPAN—INQUIRY INTO LOSSES OF JAPANESE RESIDENTS OF VANCOUVER DURING THE RECENT DISTURBANCE.

ON October 13, the following order-in-council was approved by His Excellency the Governor-general appointing the Honourable the Minister of Labour a special envoy to His Majesty the Emperor of Japan, with reference to the question of immigration from Japan to Canada:—

The Right Honourable Sir Wilfrid Laurier recommends that, in view of the recent unfortunate occurrences, which have taken place in British Columbia, as a result of the largely increased influx of Oriental labourers into that Province, and in view of the fact that there has been a Treaty of Peace and Commerce between His Majesty the King and the Emperor of Japan since the year 1894, and that Canada became a party to that Treaty less than two years ago, the Honourable Rodolphe Lemieux, Postmaster General and Minister of Labour, do proceed immediately to Japan to discuss the situation with His Majesty's Ambassador at Tokio and the Japanese authorities, with the object, by friendly means, of preventing the recurrence of such causes as might disturb the happy relations which have, under the said Treaty, existed between the subjects of His Majesty the King, in Canada and elsewhere, and the subjects of His Majesty the Emperor of Japan.

The Minister of Labour, who was accompanied by Mr. Joseph Pope, C. M. G., Under-Secretary of State, left Montreal for Vancouver on the evening of October 23, and sailed for Japan on the steamer Empress of China, on October 30. *

Enquiry into Losses Sustained by Vancouver Japanese Disturbance.

On October 12, by an Order-in-Council, Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, was appointed a Commissioner to conduct an enquiry into the losses and damages sustained by the Japanese population in Vancouver on the occasion of the recent riots in that city, the said Order-in-Council being as follows:—

(*) A cable dispartch reports the arrival af the Minister of Labour and Mr. Pope at Tokio on Nov. 13.

On a Memorandum dated 27th September, 1907, from the Secretary of State, representing that he has received a communication from Mr. T. Nosse, Consul-General for Japan, in Canada, stating that he was in receipt of a cable message from the Foreign Minister in Japan calling attention to the damages and losses sustained by the Japanese residents in Vancouver during the riots in the early part of the month of September, 1907, and expressing the hope that in view of the cordial and friendly relations existing between Japan and Canada, the case may be settled at Ottawa independent of the British Government and without going through the usual diplomatic channels.

The Minister, therefore, recommends that the losses sustained during the recent riots by the Japanese population residing in Vancouver be ascertained with a view to their payment, and that Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, be appointed a Commissioner under the Enquiries Act, chap. 104, of the Revised Statutes, to conduct an enquiry into the losses and damages sustained by the Japanese population in Vancouver on the occasion of the recent riots in that City. The Committee submit the same for approval.

The claims made on behalf of the Japanese residents of Vancouver were submitted to the Government by Consul-General Nosse; they amounted to nearly $14,000, of which about $2,500 was for broken windows, etc., and the balance chiefly for loss occasioned by the closing of Japanese shops during several business days.

Mr. Mackenzie King left Ottawa for Vancouver on Monday, October 14, arrived at Vancouver on Sunday, October 20th, and commenced an enquiry under his commission on Monday, October 21st, in Pender Hall, which had been hired for the purpose. Mr. F. W. Giddens was appointed Secretary and Stenographer to the Commission, and Mr. Howard G. Duncan, Vancouver, acted as counsel on behalf of the Japanese Government. Fifty-seven claims were presented.

A ruling of some importance made by the Commissioner during the progress of the enquiry related to the question of payment for damages to property occupied by Japanese as tenants and not as proprietors. Mr. King held that in such cases the landlords were responsible for the damages sustained. The Commissioner subsequently stated that his ruling on this point had been upheld by the Department of Justice to which he had referred the question.

Mr. King made a special enquiry into the facts with regard to an alleged attempt to burn down a Japanese schoolhouse, pointing out that this was a matter which, in the interest of justice, should be carefully investigated.

In the course of the investigation, information was elicted by the Commissioner tending to show elaborately planned methods on the part of employment agencies in Vancouver and in Japan respectively, to secure the immigration to Canada of Japanese labourers. Mr. Duncan, counsel for the Japanese Government, objected to Mr. King proceeding with an enquiry along this line, the points involved, he contended, being outside Mr. King's Commission. Mr. King stated that the questions involved were of the greatest importance and that it might become necessary to recommend the appointment of a special Commission to enquire into them.* The investigation was still in progress at the close of the month.

The Prime Minister's Expression of Regret.

The following cables with regard to the subject of the disturbance have been exchanged between Sir Wilfrid Laurier, Prime Minister of Canada and Sir Claude Macdonald, British Ambassador at Tokio:

OTTAWA, 12th October, 1907.

Sir Claude Macdonald,
Tokio, Japan.

The press has already acquainted you with the deplorable disturbances which have taken place recently in British Columbia, directed against Asiatic labourers residing in the city of Vancouver. I am happy to say that the local authorities have taken prompt measures to restore order. At the same time, it must not be forgotten that amongst the people on the Pacific coast there are strong racial prejudices which, though greatly to be regretted, have still to be taken into account by all who desire to cultivate the best relations between Canada and the Orient.

His Excellency the Governor-General and the Canadian Government will be pleased if you will convey to his Imperial Majesty the Emperor of Japan their deep regret for the unfortunate occurrences at Vancouver, in which the persons and property of certain of his Imperial Majesty's subjects were treated in a manner which receives only the strongest condemnation from the Canadian authorities, and if you will also convey to his Imperial Majesty the assurance that the Canadian authorities will use their utmost efforts to prevent any recurrence of such regrettable events.

(Signed) LAURIER.

(*) On November 4, an Order-in-Council was passed appointing Mr. W. L. Mackenzie King a commisioner to enquire into the methods by which Oriental labourers have been induced to emigrate to Canada during the present year.

TOKIO, 19th October, 1907.

Sir Wilfrid Laurier,
Ottawa, Ont.

I duly conveyed your message of 12th October, same day to Secretary of State for transmission to His Majesty, the Emperor of Japan. Just received following answer: His Majesty received message from Governor-General of Canada and government of Canada with greatest gratification and notes with much satisfaction the earnest intention of Governor-General and Government of Canada to promote cordial and friendly relations which exist between British Empire and Japan. Count Hayashi adds that Japanese government deeply regret unfortunate occurrence at Vancouver, but they have full confidence in the sincere action which Canadian authorities are taking in devising measures for future, and they have much satisfaction in hearing expression of regret conveyed by Premier of Canada in name of Governor-General of Canada and Canadian government and assurances given that Canadian authorities will use all efforts to prevent recurrence of such regrettable events.

(Signed) MACDONALD.

TECHNICAL EDUCATION IN NOVA SCOTIA.

At the session of the Legislature of Nova Scotia which prorogued in April, 1907, an act was passed providing means for the establishment of a technical education system for the province. (*). Since that date various steps have been taken to give effect to the legislation in question. The following statement with regard to the progress that has been made in this connection and the manner in which the technical education system will be conducted, has been furnished by courtesy of Professor Frederic H. Sextor, S, B., Director of Technical Education and Principal of the Nova Scotia Technical College.

MOST of the efforts of the Department of Technical Education have been occupied, since the passage of the legislation regarding technical education, in organizing the local technical schools as provided in the act. For the present year, there is to be one of these schools in each of the following industrial centres: Sydney, Amherst, Halifax, New Glasgow.

The classes for the ensuing year are to be held entirely in the evening, beginning November 3rd and closing April 30th, with two weeks' intermission covering the Christmas-New Year's holidays. Each class is to be held twice a week for two hours each session.

The teachers are for the most part men engaged in practical work, who hold positions of responsibility in various industries. A number of the instructors have had previous practical teaching experience, besides being eminently fitted from long experience in having acquired just such knowledge as the workingmen need.

Classes are to be held in the following subjects: English language, Practical Arithmetic, Practical Geometry, Mechanical Drawing, Architectural Drawing, Mechanism, Electricity and Chemistry.

It is intended to carry out all these classes in a practical rather than in an academic manner, so that they will engage and benefit the craftsman, who will attend only so long as he is learning something which is helping him in his every day work.

The expenses of the schools are to be borne by the locality in which they are situated and the Provincial Government, the former supplying proper rooms, heat, light, and one-half the cost of instructors, while the latter pays the other half for the teachers, and furnishes the equipment for conducting the classes.

The fees for each class are from three to five dollars, varying with the nature of the course. Two-thirds of the fee will be refunded to each student at the completion of the course who has attended 90% or more of the sessions of his class; three-fifths refunded for a percentage of 80 to 90%, one-half for 70 to 80%, and two-fifths for 60 to 70% attendance. Thus the classes will be practically free, the fee serving mostly as an incentive to attend well.

A diploma signed by the teacher and countersigned by the Director of Technical Education, will be granted to all students who have satisfactorily attained the required standard in any class, attesting to proficiency in that class.

The schools for the instruction of coal miners have been transferred from the Department of Mines to the Department of Technical Education. These schools are conducted for the benefit of those miners who wish to educate themselves in the evenings, so that they may obtain Government certificates of competency. Under the new arrangement, in each of

(*) A synopsis of the provisions of the act was published in the *Labour Gazette* for July, 1907, at page 72.

five coal mining districts, one teacher will be appointed, who will devote his whole time and effort to this work alone. This teacher must possess a manager's certificate or the proper practical and theoretical knowledge requisite to teach all the branches of the science and art of coal mining called for by the Board of Examiners who grant the certificates of competency. In each district there will be held two to four classes in different places, each class meeting two nights a week. If the teacher cannot overtake all the work in the district, he will have local assistants. Any intending students must possess a working knowledge of simple English composition and of arithmetic up through decimals and fractions. For such applicants as are deficient in these two branches, preparatory classes under a supplementary teacher will be held wherever there is a coal mining class if the number of deficient applicants warrants it. These schools will begin November 1st and continue to within a week of the examinations, which are usually held about the first of July, with the exception of two weeks at Xmas.

The schools for stationary engineers, which were conducted by the Mines Department heretofore for such persons as desired to obtain Government certificates of competency, were also transferred to the Department of Technical Education. For this year, they are to be held in any coal mining centre where there are ten or more applicants. The same educational requirements apply to these classes as to the coal mining classes, and deficient applicants are to attend the same preparatory classes in English and arithmetic as the coal miners.

The Nova Scotia Technical College is to be built this coming autumn and next spring. It is to be articulated closely to the existing colleges in Nova Scotia, and such others as the Council of Public Instruction shall recognize, by giving the last two years' professional courses in Civil Mining, Mechanical and Electrical Engineering, while the other colleges give the preliminary two years' course for these engineering branches. The first two years' training consists mostly of pure science, and general training can be well taught by a little change in the existing colleges, and thus avoid duplication. A provisional course for this first two years' course is under consideration at present and will be adopted in the near future.

DEPARTMENT OF INDUSTRIES AND IMMIGRATION ESTABLISHED IN NOVA SCOTIA.

THE Government of Nova Scotia, under the authority given at the last session of the Legislature, *has taken the necessary steps to organize a Provincial Department of Industries and Immigration. This is in accord with the policy outlined by the Premier on several occasions, and a reference to which has already appeared in the *Gazette*. The Secretary, or official head, of this new branch of the service is attached to the Provincial Secretary's Department, and the Government has selected Arthur S. Barnstead, of Halifax, for this office. Mr. Barnstead is a graduate in Arts, 1893, and Law, 1895, of Dalhousie University, has been engaged in journalistic work for the past eight years on the editorial staff of the Acadian Recorder, and has for two years been clerk of the Legislative Council.

There are two divisions of work to be under his jurisdiction, namely, Industries and Immigration. On the industrial side it will be the duty of the Secretary to collect and arrange facts and statistics relating to the agricultural, industrial and other interests and resources of the province. The possibilities of Nova Scotia as an industrial centre have not heretofore been as much advertised as the opportunities for development in these lines would warrant. There are many of these not yet utilized, not only in the towns, but throughout the country generally. The facts as they may appear will be placed before the public in such a form as may best promote the progress of the province. Literature specially prepared for the purpose will be circulated wherever it will conduce to the

desired results. Active steps will be taken to attract to the province such new industrial and manufacturing concerns as may be expected to grow there.

Under the Act, the Secretary is also required to encourage immigration to the province. Thousands of settlers are yearly coming to Canada and Nova Scotia, at the very gateway of the Dominion, will make a strong effort to retain many of them in that province. There are unoccupied Crown lands available, and there are, in the eastern sections of Nova Scotia particularly and in Cape Breton, many vacant farms suitable for settlement. When full information is obtained regarding them, it will be utilized for the encouragement of settlement. It is not the purpose of the Government to bring in labourers to compete with those engaged in industrial occupations. Rather is it the aim to increase the numbers of the farming and agricultural population. The Town and Municipal Councils and Boards of Trade are to be asked to give whatever aid they can in locating these settlers.

The act (chapter 9, Acts N. S., 1907) also provides for co-operation with the immigration service of the Government of Canada, or any other agency or institution, for the purpose of encouraging immigration from other countries to Nova Scotia. The agents of the Dominion Government will be asked to present the attractions of the Eastern provinces to intending emigrants, as they now do the fertility of the western lands. The Department will seek to work in with and through the thoroughly organized Dominion immigration service both in the preparation and the circulation of information regarding the province.

It will be the aim of this, the newest of provincial departments, to gradually develop an immigration propaganda and such plans for settlement as are adapted to the conditions of the province. With this in view, caution and discrimination in the selection of immigrants will be exercised, rather than the use of hasty efforts to induce the immigration of a haphazard class. The Secretary took up his duties on the 14th of October.

(*) For a review of this legislation see the *Labour Gazette* for July 1907, p- 73.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

THE most recent official returns continue to show a heavy increase in the number of immigrants arriving in Canada compared with any previous year. Up to the close of the summer season, the increase amounted to 31%. During the autumn also, the movement was on a larger scale than ever before reported. Arrivals from the United States were less than in 1906, and there has been a falling off in the number of Homestead entries made and in the acreage of Dominion lands patented.

Recent Immigration Returns.

Immigration through ocean ports during August, declared for Canada, was as follows:—

IMMIGRATION THROUGH OCEAN PORTS DURING AUGUST, 1907.

	Male	Female	Children under 12	Total.
Immigrants ...	8,584	4,431	3,921	16,936
Returned Canadians.....	1,657	809	262	2,728
Tourists.....	436	205	36	677
Totals	10,677	5,445	4,219	20,341

A summary of immigration proper, during April-August, 1906-07, declared for Canada, is as follows:—

IMMIGRATION BY OCEAN PORTS APRIL-AUGUST, 1906-07.

	Male	Female	Children under 12	Total
April	24,972	5,052	4,414	34,438
May	24,744	7,153	6,858	38,755
June	18,107	7,171	7,041	32,319
July	11,841	4,695	4,410	20,946
August	8,584	4,431	3,921	16,936
Totals	88,248	28,502	26,644	143,394
Corresponding mos. of 1906				99,494
Increase, 1907				43,900
Percentage of increase				44%

The following is a statement of immigration from the United States from April to August, 1907, both months inclusive, compared with the corresponding period of 1906.

IMMIGRATION FROM THE UNITED STATES APRIL-AUGUST, 1906-1907.

Through Montreal	April	140	
	May	70	
	June	77	
	July	93	
	August	76	456
Through Winnipeg and outports	April	8,966	
	May	6,254	
	June	4,625	
	July	4,703	
	August	3,607	28,155
Customs entries April to August			2,642
Total			31,253
Corresponding months of 1906			33,921
Decrease, 1907			2,668
Percentage of decrease			8%

The total immigration to Canada from April 1, to August 31, 1907, compared with corresponding months of 1906, was as follows:—

TOTAL IMMIGRATION TO CANADA, APRIL-AUGUST, 1906-1907.

1907.		
Via ocean ports	143,394	
From United States	31,253	174,647
1906.		
Via ocean ports	99,494	
From United States	33,921	133,415
Increase, 1907		41,232
Percentage of increase		31%
Percentage of increase via ocean ports		44%
Precentage of decrease from U. S.		8%

British Emigration Returns.

During the month ended September, 30, 1907, the number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING SEPTEMBER, 1907-06.

Nationalities.	1907.	1906.
English	9,083	7,179
Scotch	2,708	2,147
Irish	845	410
Total of British origin	12,636	9,736
Foreign	2,971	2,820
Total	15,607	12,556

During the nine months ended September 30, 1907, the total number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING NINE MONTHS ENDED SEPTEMBER 30.

Nationalities.	1907.	1906.
English	97,579	78,943
Scotch	30,771	19,548
Irish	6,726	3,781
Total of British origin	135,076	102,272
Foreign	25,670	20,757
Nationality not distinguished	.....	21
Total	160,746	123,050

Homestead Entries During September, 1907

The following statement shows the number of homestead entries made in September, 1907, compared with September, 1906:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF SEPTEMBER, 1907, AS COMPARED WITH SEPTEMBER, 1906.

Agency.	1907	1906	Increase	Decrease
Battleford	460	464	.....	4
Brandon	2	7	.....	5
Calgary	105	123	.....	18
Dauphin	52	24	28	.....
Edmonton	285	342	.....	57
Estevan	50	96	.....	46
Humboldt	294	.....	294	.....
Kamloops	6	1	5	.....
Lethbridge	149	177	.....	28
Minnedosa	.....	12	.....	12
Moose Jaw	375	.....	375	.....
New Westminster	4	1	3	.....
Prince Albert	101	121	.....	20
Regina	212	726	.....	514
Red Deer	169	207	.....	38
Winnipeg	40	64	.....	24
Yorkton	91	230	.....	139
Total	2,395	2,595	705	905

It will be seen that there has been a net decrease in the number of homestead entries made in September, 1907, compared with September, 1906, of 200.

A statement of the homestead entries made during the first nine months of the present year compared with the corresponding period of the last calendar year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES JANUARY–SEPTEMBER, 1907–1906.

Month.	1907	1906	Increase	Decrease
January	1,111	1,903	.....	792
February	1,033	2,036	.....	1,003
March	1,589	4,018	.....	2,429
April	2,594	6,189	.....	3,595
May	3,253	4,583	.....	1,330
June	4,574	5,369	.....	795
July	3,690	4,174	.....	484
August	2,814	3,388	.....	574
September	2,395	2,595	.....	200
Total	23,053	34,255	.....	11,202

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of September, 1907, were as follows:—

STATEMENT OF HOMESTEAD ENTRIES JANUARY–SEPTEMBER, 1907–1906.

Nationalities.	No. of Entries.
Canadians from Ontario	354
" Quebec	50
" Nova Scotia	23
" New Brunswick	7
" Prince Edward Island	7
" Manitoba	90
" Saskatchewan	78
" Alberta	84
" British Columbia 11, Yukon 2	13
Persons who had previous entry	237
Newfoundlanders	
Canadians returned from the United States	43
Americans	568
English	359
Scotch	73
Irish	25
French	20
Belgians	12
Swiss	1
Italians	1
Roumanians	1
Syrians	
Germans	63
Austro-Hungarians	152
Hollanders	3
Danes (other than Icelanders)	6
Icelanders	4
Swedes	29
Norwegians	38
Russians (other than Mennonites and Doukhobors)	49
Mennonites	
Doukhobors	
Chinese	1
Japanese	1
Persians	
Australians	2
New Zealanders	
Portuguese	1
Total	2,395

Representing 5,664 souls.

Of a total of 611 made in September, 1907, by persons coming from the United States, there were 174 from North Dakota, 116 from Minnesota, 36 from Kansas, 33 from South Dakota, 30 each from Washington and Wyoming, 29 from Michigan, and 25 from Illinois.

Lands Patented During September, 1907.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territories, issued from the Department of the Interior dur-

ing the month of September, 1907, is as follows:—

LANDS PATENTED DURING SEPTEMBER, 1907.

Nature of Grant.	September, 1907.	
	No. of Patents	No. of Acres.
Alberta Ry. and Irrigation Co....	1	640.00
British Columbia Homesteads....	7	905.00
British Columbia Sales.....	6	107.10
Commutation Grants.....	2	146.92
Homesteads.....	1,204	190,948.83
Hudson's Bay Co.....	1	160.00
Military Bounty grants.....	.....	.....
Military Homesteads.....	.....	.....
Mineral rights (1,470.39 acres)...	11	.....
North-west half-breed grants	32	5,500.84
Parish sales.....	2	358.35
Quit Claim special grants (160 ac.)	1	.....
Railways:		
Alberta Railway and Coal Co..		
Canadian Northern Ry. Co....	9	2,866.77
Can. Pac. Ry. grants.....	1	140.10
Can. Pac. Ry. grants, Souris Branch.....	.....	.....
Can. Pac. Ry. roadbed and station grounds.....	.....	.....
Man. South-western Col. Ry. Co	6	1,040.00
Qu'Appelle Long Lake and Sask. Rd. and Steamboat Co	.....	.....
Sales.....	40	3,800.78
School Lands sales.....	21	1,259.47
Special grants.....	12	422.18
Yukon Territory sales.....	12	432.46
Totals.....	1,368	208,728.80

In September, 1906, the number of patents issued was 608, covering an area of 241,374.56 acres, showing an increase for the month of September, 1907, of 760 in the number of patents issued, but a decrease of 32,645.76 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada North West Land Company, Limited, during the month of September, 1907, compared with the sales in the corresponding month of 1906, and also of the sales from the beginning of the calendar year to September 30, 1907, compared with the corresponding period of 1906:—

LAND SALES OF THE CANADA NORTH-WEST LAND COMPANY.

	Acres.	Price obtained.
September, 1907.....	490.41	$6,857.25
" 1906.....	3,002.52	33,075.20
Decrease, 1907.....	2,512.11	25,217.95
From Jan. 1 to Sept. 30, 1907	14,320.57	162,505.72
From Jan. 1 to Sept. 30, 1906	51,510.91	495,534.73
Decrease, 1907.....	37,190.34	$333,029.01

Notes.

It was stated that about 1000 English farmers and labourers would be distributed by the *Salvation Army* in Nova Scotia during the immigration season of 1908.

Up to the middle of October, some 752 immigrants were distributed in the *Eastern Townships* in Quebec through the government immigration agent for that district, 224 of this number having been secured by the agent in Great Britain. A total of 624 persons were distributed through the same agency in 1906.

RECENT INDUSTRIAL AGREEMENTS.

AGREEMENT IN THE PRINTING TRADES, MONTREAL.

Memorandum of understanding arrived at this 30th day of May, 1907, between a Committee representative of the International Typographical Union, Montreal Typographical Union, No. 176, and Jacques Cartier Typographical Union, No. 145, and a Committee representative of the Employing Printers of Montreal, whose names are hereto annexed.

The Committee representing the Unions being duly authorized by a joint meeting of the two Unions, held on May 29th 1907, hereby undertakes that the scale of wages, hours and conditions affecting compositors and operators belonging to said Unions employed in the job offices of the

said Employing Printers shall be as follows, which shall be the minimum accepted by any member of these Unions during the term of this understanding.:

WAGES—HAND COMPOSITORS.

$14.00 per week of 48 hours from June 1st, 1907, to December 31st, 1908.
$15.00 per week of 48 hours from January 1st, 1909, to June 30th, 1911.
$16.00 per week of 48 hours from July 1st, 1911, to June 30th, 1912.

MACHINE OPERATORS.

$1.00 per week more than the above scale.

OVERTIME.

For the first three hours, daily, 1½ time; until December 31st, 1908, over three hours, double time. After December 31st, 1908, 1 1-3 time for first three hours and double time thereafter.

NIGHT SHIFTS, 15% IN ADVANCE.

In consideration of the said Employing Printers agreeing only to employ members of these Unions when engaging new men hereafter—excepting when no Union men are available—there is to be no disturbance of the conditions prevailing in said offices. That is, present employees, whether Union or non-Union, and their wages, are not to be interfered with, nor are the said employers to be asked to enforce any regulations of the Unions in regard to their men. Employers are to have the privilege of employing non-Union men at higher than Union scale where Union men of equal ability are not available.

This understanding is to extend over a term of five years and one month from June 1, 1907, and the said Unions, as represented by their Committee hereto signing, agree to faithfully observe the spirit as well as the letter of this understanding, the purport of which is to secure industrial peace between the parties hereto for the said period.

To this end, it is further understood that in case of any disagreement arising as to the interpretation of this understanding, the said Unions will abide by the results of arbitration, and will thus ensure the said Employing Printers against strikes during said term of years.

Signed on behalf of the INTERNATIONAL TYPOGRAPHICAL UNION,

CHAS. S. BROWN.

Signed on behalf of MONTREAL TYPOGRAPHICAL UNION, No. 176.

WM. G. HUGHES, *President.*
JOHN CANTWELL.

Signed on behalf of JACQUES CARTIER TYPOGRAPHICAL UNION, No. 145,

GUS. FRANCQ, *President.*
VICTOR TARDIFF.

The Committee representing the Employing Printers hereby certify that they were authorized by certain Employing Printers, at a meeting held on May 29th, 1907, to accept an arrangement with a Committee representing their employees on the basis, as to terms and conditions above mentioned. The Committee, individually for themselves, hereby undertake to faithfully observe the spirit and the letter of said arrangement, and to abide by the results of any arbitration that may be found necessary in order to prevent any disturbances of business relations between the parties hereto during the said five years. The Committee also pledges itself to exercise its best endeavour to secure the signatures of as many of the Employing Printers of Montreal as possible to this memorandum.

It is further understood that in News Rooms controlled by signers hereof the same scale and conditions shall prevail, providing that the signers reserve the right to vary the details thereof in accordance with any variations therefrom accepted by members of the Unions in any other News Room in the city.

Signed as members of the Committee,

W. A. DESBARATS, *Chairman.*
JAS. S. BRIERLY,
F. N. SOUTHAM,
C. R. CORNELL,
EUGENE TARTE..

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING OCTOBER, 1907.

The following is a list of contracts awarded by the Department of Railways and Canals, the Department of Public Works and the Department of Marine and Fisheries, Canada, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

ADDITION to post office, Montreal, Que.; names of contractors, Peter Lyall & Sons, Montreal, Que.; date of contract, October 12, 1907; amount of contract, $487,537.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters	$0.30 per hour, 9 hrs. p. day.
Stair builders	0.32½ " 9 "
Painters and glaziers	0.25 " 9 "
Bricklayers	0.50 " 9 "
Masons	0.40 " 9 "
Stonecutters	0.40 " 9 "
Plasterers	0.40 " 9 "
" labourers	0.22½ " 9 "
Plumbers and steamfitters	0.32 " 9 "
Sheet metal workers	0.27½ " 9 "
Structural iron workers	0.30 " 9 "
Builders' labourers	0.22½ " 9 "
Common labourers	0.17½ " 9 "
Driver, 1 horse and cart	2.50 per day of 9 hours
Driver, 2 horses and wagon	4.00 " 9 "

Post office building at Selkirk, Man.; names of contractors, Brown and Carson, Winnipeg, Man.; date of contract, October 14, 1907; amount of contract, $24,000.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$.60 per hour, 8 hrs. p. day
Stonemasons	.55 " 9 "
Bricklayers	.55 " 9 "
Builders' labourers (hod carriers)	.25 " 10 "
Plasterers' labourers	.25 " 10 "
Plasterers	.50 " 9 "
Lathers	.35 " 9 "
Painters and glazers	.30 " 9 "
Plumbers	.35 " 9 "
Steamfitters	.35 " 9 "
Electrical wirers	.35 " 9 "
Structural iron workers	.40 " 9 "
Stair builders	.40 " 9 "
Joiners	.37½ " 9 "
Carpenters	.35 " 9 "
Blacksmiths	.27½ " 10 "
" helpers	.20 " 10 "
Sheet metal workers (tinsmiths)	.39 " 9 "
Ordinary labourers	.17½ " 10 "
Driver, 1 horse and cart	.40 " 10 "
Driver, 2 horses and wagon	.55 " 10 "

Department of Railways and Canals.

Extension to south mooring pier of upper entrance of Sault Ste. Marie canal; date of contract, October 18th, 1907; amount of contract, schedule rates; contractors, Daniel P. McPhail and K. McKenzie Wright.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Tug captain	$75.00 p. m. & brd, 12 hrs p. d.
" engineer	65.00 "
" fireman	40.00 "
" lineman	40.00 "
" deckhands	40.00 "
Scowmen	40.00 "
Divers	8.00 per day of 10 hours.
Foreman concrete mixer	3.50 " 10 "
Carpenters	2.50 " 10 "
Foreman carpenter	3.00 " 10 "
Ordinary labourers	1.75 " 10 "
Driver, 1 horse and cart.	3.00 " 10 "
Driver, 2 horses and wagon	4.50 " 10 "
Driver and 1 horse	3.00 " 10 "
Driver and 2 horses	4.50 " 10 "

Construct substructure of highway bridge over Clement's gully at Cascades Point, Que., Soulanges Canal; date of contract, October 8th, 1907; amount of contract, schedule rates; contractors, Quinlan & Robertson.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Labourers	$1.50 per day of 10 hours.
Steam rock drillers	2.00 " 10 "
Masons	0.35 per hour.
Stonecutters	0.40 "
Blacksmiths	2.00 per day of 10 hours.
" helpers	1.25 " 10 "
Carpenters	0.25 per hour.
Machinists	2.25 per day.
Driver, 1 horse and cart	2.25 "
Driver, 2 horses and wagon	3.50 "
Stationary engine engineer	2.50 "
Stationary engine fireman	1.50 "
Steam derrick fireman	1.50 "
Locomotive engineer	3.00 "
" fireman	1.65 "
" brakeman	1.65 "
Diver with outfit	8.00 "
" without outfit	3.00 "
" assistant	1.50 "
Tug captain	50.00 per month and board.
" engineer	65.00 "
" fireman	28.00 "
" deckhands	21.00 "

Installation of auxiliary fire alarm system in yards, stations and sheds of Intercolonial railway at Richmond, N. S.; date of contract, October 4th, 1907; amount of contract, $859.00; contractors, Farquhar Bros., of Halifax, N. S.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages. Per Day of 9 Hours, Not less than:
Masons	$0.40 per hour.
Carpenters	0.25 "
Linemen	1.75 per day
Electric wiremen	1.75 "
" foreman	2.25 "

Wiring of station at Sackville, N. B., Intercolonial railway; date of contract, October 4th, 1907; amount of contract, $415.00; contractors, Farquhar Bros., of Halifax, N. S.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Electric foreman	$2.50
Wiremen	1.75
Linemen	1.75
Carpenters	2.00
Pipefitters	2.00

Extension of waterworks at Pirate Harbour, N. S., I. C. Ry.; date of contract, October 4th, 1907; amount of contract, scuedule rates; contractors, J. W. McManus Co., Ltd., of Memramcook, N. B.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Blasters	$1.50
Excavators	1.35
Carpenters	1.75
Drillers	1.50
Labourers	1.35
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00
Pipefitters	2.00

Erection of flour shed and loading platform at St. John, N. B., I. C. Ry.; date of contract October 18th, 1907; amount of contract, $22,650.00; contractors, Edward Bates & John Flood, of St. John, N. B.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Bricklayers	$0.40 per hour, 9hrs. p. day.
Masons	0.40 " 9 "
Blacksmiths	2.00 per day of 9 hours.
Carpenters	2.50 " 9 "
Concrete men	1.80 " 9 "
Roofers	2.00 " 9 "
Painters	2.50 " 9 "
Builders' labourers	1.80 " 9 "
Common labourers	1.50 " 9 "
Driver, 1 horse and car	2.50 " 9 "
Driver, 2 horses and wagon	4.00 " 9

Erection of combined freight and passenger shelter at Green Point, N. B., I. C. Ry.; date of contract, October 18th, 1907; amount of contract, $775.00; contractor, John C. McLean, of Charlo Station, N. B.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 hours, Not less than:
Foreman carpenters	$2.25
Carpenters	1.75
Bricklayers	3.00
Painters	1.75
Labourers	1.25

Erection of extension to freight shed at Mulgrave, N. S., I. C. Ry.; date of contract, October 24th, 1907; amount of contract, $750.00; contractor, T. A. Barnhill & Co., of Belmont, N. S.

FAIR WAGES SCHEDULE.

Class of Labour.	Rates of Wages, per day of 10 Hours, Not less than:
Bricklayers	$3.00
Blacksmiths	2.00
Builders' labourers	1.50
Ordinary labourers	1.35
Carpenters	1.75
Plumbers	2.00
Concrete men	1.50
Timekeeper	1.50
Masons	2.50
Roofers	2.00
Painters	1.75
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Erection of power house, gas producer house, etc., at Moncton, N. B., I. C. Ry.; date of contract, October 22nd, 1907.; amount of contract, $41,400.00; contractor, Emil A. Wallberg, of Montreal, Quebec.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages. per day of 10 Hours, Not less than:
Timekeepers	$1.75
Masons	2.50
Painters	2.00
Roofers	1.75
Blacksmiths	2.00
Concrete mixers	1.50
Carpenters (rough)	1.75
Structural iron workers	2.00
Steel reinforcement setters	2.00
Common labourers	1.35
Bricklayers	3.00
Joiners	2.00
Riveters	2.00
Builders' labourers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Erection of stores and office building at Truro, N. S., I. C. Ry.; date of contract, October 18th, 1907; amount of contract, $10,960.00; contractor, Frank W. Wilson, of Truro, N. S..

FAIR WAGES SCHEDULE.

Class of Labour	Rate of Wages. per day of 10 Hours Not less than:
Carpenters	$2.00
Masons	2.50
Steel workers	2.25
Roofers	2.00
Steam derrick engineer	2.25
Steam derrick fireman	1.50
Concrete men	1.50
Builders' labourers	1.50
Common labourers	1.25
Plumbers and steamfitters	2.00
Painters	2.00
Timekeeper	1.50
Bricklayers	3.00
Sheet metal workers	2.00
Blacksmiths	2.00
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

Department of Marine and Fisheries.

The construction of a wooden lighthouse tower and shelter shed on Fourche Head, south coast of Cape Breton Island, Nova Scotia; name of contractor, Lawrence Mury of West Arichat, N. S.; amount of contract, $700. Date of contract, 5th July, 1907.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of Wages. per day of 10 hours, Not less than:
Carpenters	$.175
Painters	1.75
Masons	2.50
Labourers	1.25

The construction of a wooden marine hospital on Bunker Island, Yarmouth, N. S.; name of contractor, Jacob I. Moses, of Yarmouth, N. S.; amount of contract, $7,285; date of contract, 15th July, 1907.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of Wages. per day of 10 hours, Not less than.
Carpenters	$2.00
Painters	2.00
Masons	2.50
Bricklayers	3.00
Plasterers	2.50
Plumbers	2.00
Common labourers	1.25
Builders' labourers	1.50

The construction of a wharf at Parry Sound, Ont., name of contractors, D. S. Pratt and Alexander McDougall, of Midland, Ont.; amount of contract, $39,700; date of contract, 27th September, 1907.

FAIR WAGES SCHEDULE.

Class of Labour	Rate of Wages, Not less than.
Carpenters	.25per hour, 10 hours per day.
Labourers	17½ " "
Masons	.39 " "
Dredge Engineers	$125.00 per m. & board, 12 hrs. dy.
" 2nd engrs	100.00 " "
" fireman	40.00 " "
" cranemen	90.00 " "
" deckhands	40.00 " "
" cook	65.00 " "
Blacksmith	.25 per hour, 10 hrs. per day.
Painters	.25 " "
Enginemen for pile drivers	22½ " "
Driver, 1 horse and cart	.25 " "
Driver, with two horses and wagon	.40 " "

Post Office Department.

The following orders for supplies were given, subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	$ 1,005.58
Making and repairing rubber dating stamps and type; also other stamps	39.30
Supplying stamping material and repairing stamping pads	1,527.80
Repairing post office scales	1.50
Supplying Mail Bags	29,875.05
Repairing Mail Bags	1,152.34
Making and repairing mail locks and supplying mail bag fittings	835.65
Supplying street letter boxes and Railway Mail Clerks' Tin Travelling Boxes, and repairing portable letter boxes	
Railway Mail Clerks' Tin Travelling Boxes and Parcel Receptacles	3,314.00
Making and repairing miscellaneous articles of Postal Stores	22.55
Making up and supplying articles of Official Uniform	4,675.80

INDUSTRIAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1907.

Under this heading account is taken of such accidents only, as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 446 individual workpeople in Canada during the month of October, 1907, were reported to the Department of Labour. Of these 140 were fatal, and 306 resulted in serious injuries. In addition, four fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before October, 1907. The number of fatal accidents reported in October, 1907, was 106 more than in the previous month and 151 more than in October, 1906.

Of 259 returns received during the month giving the ages of the victims of industrial accidents, 34 referred to persons under twenty-one years of age, 50 to persons between twenty-one and forty-five and seventeen to persons over 45; 158 persons were over twenty-one years of age but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING OCTOBER, 1907, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed	Injured	Total
Agriculture	24	31	55
Lumbering	8	14	22
Mining	13	23	36
Building trades	6	30	36
Metal trades	14	58	72
Woodworking trades	1	13	14
Printing trades	.....	4	4
Clothing trades	.....	1	1
Textile trades	.....	5	5
Food and tobacco preparation	4	8	12
Railway service	39	35	74
Navigation	12	6	18
General transport	9	29	38
Civic employees	.....	2	2
Miscellaneous	5	23	28
Unskilled labour	5	24	29
Total	140	306	446

Nature of Fatalities and Accidents.

The chief disasters of the month were the drowning of three members of a Grand Trunk Pacific survey party in the Fraser River, B. C., the killing of two railway employees by the explosion of a boiler near Newbury, Ont., the death of two train hands in a wreck on the Canadian Pacific Railway near Regina, Sask., and the death of two workmen by the explosion of a retort at the Trenton, Ont., canning factory.

Triple Drowning at Fraser River, B. C.

On October 4, six members of a Grand Trunk Pacific Railway survey party attempted to shoot the Giscombe Rapids in the Fraser River about 35 miles above Fort George, B. C., Their canoe struck a rock and upset, and three of the party were drowned.

Explosion of Boiler near Newbury, Ont.

The boiler of engine No. 446, on a Grand Trunk accomodation train conveying the Dominion railway commissioners from Chatham to Hamilton, Ont., exploded near Newbury, Ont., on the night of October 29, instantly killing the engineer and fatally injuring the fireman, who died on October 31.

Railway Wreck near Regina, Sask.

On October 30, eastbound passenger engine No. 470 with train received orders to wait at Fushimi siding, four miles east of Regina, until westbound extra freight engine No. 1413, should pass that siding at 8 a. m. The extra freight cleared at Balgonie at 7.22 a. m., and following instructions attempted to make Fushimi siding by 8 a. m. The passenger engine however failed to wait at the siding the time allotted, and as a consequence a head on collision occurred in which the fireman and an express messenger on the passenger train were killed, and a mail clerk and the engineer of the same train seriously injured.

Explosion of a Retort at Trenton, Ont.

By an explosion on October 22, of a large steel retort at the Trenton, Ont., factory of the Canners' Corporation, the man in charge of the retort was instantly killed and his helper die dhalf an hour afterwards.

Record by Trades and Industries,

Agriculture.—There were 24 fatal and 31 non-fatal accidents reported in this industry in October, 1907, compared with 22 killed and 36 injured in September last, and 23 killed and 15 injured in October, 1906. Five farmers met accidental death by runaways, 4 by being run over by vehicles, 3 by being struck by trains, 3 by falling, 2 by live stock, and 1 each by blood poisoning, drowning, machinery, by an explosion and by being burnt to death in a prairie fire. Of the serious accidents, 14 were caused by machinery, 10 by falls, 3 by runaways, 2 by live stock, 1 by being run over and 1 by falling material.

Lumbering.—In this group, 8 workmen were accidentally killed and 14 injured during October. In the previous month there were 7 killed and 10 injured, and in October, 1906, 4 killed and 5 injured. Five of the fatalities were due to falling material, 1 to a fall, 1 to being run over by a dump cart, and 1 to a fall in a mill. Of the injuries 6 were due to falling material, 5 to machinery, 2 to falls, and 1 to the glancing of an axe.

Mining.—During October, 1907, there were 13 deaths by accident and 23 injured, compared with 16 killed and 27 injured in September, 1907, and 8 killed and 13 injured in October of last year. Of the deaths, 6 were caused by falling material, 3 by explosions, 2 by being struck by cars, 1 by being caught in a "bump" and 1 by being struck by a falling derrick. Nine were injured by falling material, 5 by explosions, 2 by upsetting of a derrick, 2 by machinery, 2 by being caught between trips, 1 by live stock, 1 by being struck by cars and 1 being run over.

Building trades.—Six were killed and 30 injured in October, compared with 2 killed and 18 injured in the previous month, and 7 killed and 27 injured in October, 1906. Of the deaths 3 were due to falls, 2 to being run over by cars, and 1 to being struck by a derrick boom. Of the accidents, 10 were due to falls from scaffolds, 9 to falls, 6 to falls from buildings, 2 to machinery, 1 to falling material, 1 to an elevator and 1 to an explosion.

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TABLE OF FATAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1907.

Trade or Industry.	Locality.	Date.	No. Killed.	Cause of Fatality.
Agriculture—				
Farmer	Near Newboro, Ont	Oct. 8	1	Hooked in leg by heifer, died of pyemia.
"	Gloucester, Ont	" 5	1	Struck by train.
"	Nanoose Bay, B. C	" 1	1	Tree fell on him.
"	Goderich, Ont	" 4	1	Run over by load of wood.
"	Near Edmonton, Alta	" 14	1	Trampled to death by horse.
"	Nutana, B. C	" 12	1	In a runaway.
"	Birch Ridge, N. B	" 13	1	Struck by train.
"	Glasgow Station, Ont	" 21	1	Traction engine fell on him.
"	Bridge, Ont	" 21	1	In a runaway.
"	Leamington, Ont	" 13	1	Fell from apple tree.
"	Grass River, Ont	" 25	1	In a runaway.
"	Dalhousie, N. B	" 26	1	Drowned while backing horse on wharf.
"	Kincardine, Ont	" 27	1	Gored by bull.
"	Fredericton, N. B	" 28	1	In a runaway.
"	Napinka, Man	" 26	1	Fell from vehicle.
Farm hand	Port Hope, Ont	" 3	1	Fell from wagon.
"	Dunrea, Man	" 15	1	Caught in thresher.
"	Kinistin, Sask	" 14	1	In a runaway.
Farmer's son	Arnprior, Ont	" 1	1	Run over by loaded wagon.
"	Ohsweken, Ont	" 28	1	Run over by hay wagon.
"	MacAdam Junction, N. B	" 29	1	Struck by train at crossing.
Threshing hand	Kemnay, Man	" 23	1	Run over by load of grain.
Farmer's wife	Putnam, Ont	" 25	1	Explosion of lamp, burned to death.
"	Campbell's Lake, Alta	" 28	1	Burned to death in prairie fire.
Lumbering—				
Logger	Chalk River, Ont	" 8	1	Tree fell on him.
"	Dexter, Ont	" 14	1	Struck by engine.
"	Near Blind River, Ont	" 21	1	Tree fell on him.
Saw mill hand	St. John. N. B	" 4	1	Fell from bridge at mill.
"	Kenora, Ont	" 23	1	Run over by dump cart.
"	Rossland, B. C	" 22	1	Pile of lumber fell on him.
"	New Westminster, B. C	" 23	1	Smokestack fell on him.
"	Newville, N. S	" 31	1	Smokestack fell on him.
Mining—				
Miner	Greenwood, B. C	" 16	1	By fall of rock.
"	Fernie, B. C	" 11	1	By fall of coal.
"	Stellarton, N. S	" 12	1	Struck by full box of coal.
"	Cobalt, Ont	" 18	1	Ore car fell on him.
"	Coal Creek, B. C	" 2	1	By fall of coal.
"	Coal Creek, B. C	" 9	1	Caught in a "bump".
Cook of mining gang	Kingston, Ont	" 10	1	Struck by train.
Construction work in mine	Stellarton, N. S	" 3	1	Struck by upsetting derrick.
Mucker	Phoenix, B. C	" 9	1	By fall of ore.
Quarryman	Coteau du Lac, Que	" 13	1	Struck on head by stone from blast.
"	Lime Ridge, Que	" 17	1	By falling rock.
"	Montreal, Que	" 18	1	Explosion of dynamite.
"	St. Charles de Bellechasse, Que	" 18	1	Explosion of dynamite.
Building Trades—				
Stonecutter	Toronto, Ont	" 7	1	Struck on head by derrick boom.
Carpenter	Montreal, Que	" 5	1	Scaffold gave way, fell 20 feet.
"	Montreal, Que	" 7	1	Fell from roof of shed.
"	Madawaska, Ont	" 22	1	Run over by train on trestle.
Roofer	Fort Erie, Ont	" 28	1	Fell from scaffold 10 feet.
Plasterer	Calgary, Alta	" 20	1	Run over by cars.
Metal—				
Machinist	Oshawa, Ont	" 25	1	In partial collapse of factory.
Moulder	Ottawa, Ont	" 28	1	Caught in belting.
Caretaker in harvester works	London, Ont	" 22	1	Elevator fell 3 storeys.
Electrical worker	Knowlton, Que	" 26	1	Iron cross arm fell on him.

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TABLE OF FATAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1907.

Trade or Industry.	Locality.	Date.	No. Killed.	Cause of Fatality.
Foundryman	Armherst, N. S.	Oct. 22	1	Iron billet fell on him.
"	Sydney, N. S.	" 24	1	Molten metal fell on him.
Structural iron worker	New Glasgow, N. S.	" 3	1	Struck by boom of derrick.
"	Toronto, Ont.	" 4	1	Struck by falling beam.
"	Montreal, Que.	" 24	1	Run over by a train.
"	Sault Ste. Marie, Ont.	" 10	1	Caught in belting.
Engineer	Toronto, Ont.	" 5	1	Head split open by falling scantling.
Switchman at steel plant	Hamliton, Ont.	" 10	1	Run over by engine.
Machinist	Hamilton, Ont.	" 11	1	Run over by engine in yard of factory.
Agricultural implement worker	Toronto, Ont.	" 22	1	Skull fractured by broken pulley.
Woodworking and Furnishing—				
Woodworker	Waterville, Que.	" 18	1	Iron fell on foot, died of lockjaw.
Food and Tobacco Preparation—				
Canning factory hand	Trenton, Ont.	" 22	2	Explosion of retort.
Packing-house hand	Stratford, Ont.	" 18	1	By electric shock.
"	Ingersoll, Ont.	" 22	1	Run over by train.
Railway Service—				
Conductor	Barrie, Ont.	" 14	1	Run over by train.
Engineer	Newbury, Ont.	" 30	1	Explosion of boiler.
Fireman	Sydney Mines, N. S.	" 20	1	Derailment of engine.
"	Newbury, Ont.	" 30	1	Explosion of boiler.
"	Moose Jaw, Sask.	" 30	1	In head on collison.
Brakeman	Tweed, Ont.	" 9	1	Derailment of train.
"	Coldwater, Ont.	" 11	1	Run over by train.
"	Amigari Station, Ont.	" 12	1	Derailment of train.
"	Medicine Hat, Alta.	" 20	1	Run over by train.
"	Laprairie, Que.	" 22	1	Run over by train.
"	Winona Junction, Ont.	" 3	1	Struck by engine.
"	Moose Jaw, Sask.	" 23	1	Run over by train.
"	Whitby, Ont.	" 29	1	Struck by train.
"	Teeswater, Ont.	" 7	1	While coupling cars.
"	Medicine Hat, Alta.	" 19	1	Caught between engine and caboose.
Yard foreman	Regina, Sask.	" 2	1	Caught between cars.
"	Coteau Landing, Que.	" 14	1	Struck by a train.
Car repairer	Bridgeburg, Ont.	" 13	1	Run over by train.
Air brake inspector	Toronto Junction, Ont.	" 9	1	Struck by engine.
Sectionman	Leamington, Ont.	" 24	1	Run over by train.
"	Fargo, Ont.	" 4	1	Run over by train.
"	Bowmanville, Ont.	" 1	1	Struck by train.
"	Cobalt, Ont.	" 6	1	Derailment of train.
"	Altercliffe, Ont.	" 14	1	Struck by train.
"	Near Virden, Man.	" 13	1	Fell from car.
"	Stratford, Ont.	" 16	1	Run over by train.
"	Morden, Man.	" 24	1	Burnt to death in car.
Construction hand	Near Kenora, Ont.	" 17	1	Explosion of dynamite.
"	St. Damien, Que.	" 18	1	Explosion of dynamite.
Yardman	Brantford, Ont.	" 10	1	Run over by train.
"	Brockville, Ont.	" 4	1	Run over by train.
"	Hamilton, Ont.	" 10	1	Run over by train.
Watchman	London, Ont.	" 14	1	Run over by train.
Night agent	Rockfield, Que.	" 14	1	Run over by cars.
Express messenger	Regina, Sask.	" 30	1	In head on collision.
Cook on boarding car	Verona, Ont.	" 12	1	Run over by train.
Surveyors, G. T. P.	Fraser River, B. C.	" 14	3	Drowned, canoe upset.
Navigation—				
Mate	Near St. John, N. B.	Oct. 4	1	Drowned, washed overboard.
Seaman	Near St. John. N. B.	" 4	1	Drowned, washed overboard.
"	Glace Bay, N. S.	" 16	1	Drowned, washed overboard.

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TABLE OF FATAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1907.

Trade or Industry.	Locality.	Date.	No. Killed.	Cause of Fatality.
Seaman	Pachena, B. C.	Oct. 9	1	Drowned, boat was swamped.
"	Near Windsor, Ont.	" 9	1	Drowned, vessel foundered.
"	Montreal, Que.	" 16	1	Fell into hold of vessel.
"	Louisburg, N. S.	" 24	1	Drowned.
"	Kingston, Ont.	" 27	1	Drowned.
Deck hand	Pierieville, Que.	" 9	1	Load caught in gearing.
"	Fort William, Ont.	" 31	1	Fell into hold.
Day watchman	Vancouver, B. C.	" 8	1	Drowned, fell overboard.
Captain	Lake St. Louis, Que.	" 23	1	In a collision, went down with vessel.
General Transport—				
Teamster	Toronto, Ont.	" 3	1	Fell from vehicle on head.
"	Montreal, Que.	" 11	1	Wagon ran over his head.
"	Belleville, Ont.	" 24	1	Load of ties fell on him.
"	Toronto, Ont.	" 7	1	Fell from vehicle.
"	St. John, N. B.	" 28	1	Run over by loaded wagon.
Hostler	Smith's Falls, Ont.	" 1	1	Kicked by horse.
"	Trenton, Ont.	" 10	1	Derailment of train.
Hackman	Toronto, Ont.	" 14	1	Fell from hack on head.
Street car employee	Vancouver, B. C.	" 25	1	Caught between street cars.
Miscellaneous—				
Cement worker	Edmonton, Alta.	" 10	1	By electtic shock.
"	Attwood, Ont.	" 20	1	In a machine.
Cartridge factory hand	Quebec, Que.	" 17	1	Explosion of powder.
Civil engineer	Chatham, Ont.	" 23	1	In a runaway.
Merchant	North Sydney, N. S.	" 25	1	Run over by a runaway horse.
Unskilled Labour—				
Labourer	Montreal, Que.	" 8	1	Run over by street car.
"	Brantford, Ont.	" 17	1	Run over by cars.
"	Amherst, N. S.	" 22	1	Iron billet fell on him.
"	Westville, N. S.	" 23	1	Smothered by slack coal in chute.
"	Port Arthur, Ont.	" 29	1	In collapse of flour warehouse.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH BUT ONLY REPORTED TO THE DEPARTMENT IN OCTOBER.

Miner	Slough Creek, B. C.	Sept. 12	1	Fell down shaft.
"	Fernie, B. C.	" 20	2	Premature explosion of blast.
Carpenter	Toronto, Ont.	" 30	1	Scaffold collapsed.

Metal trades.—The record for October among these workers was 14 killed and 58 injured, compared with 5 killed and 46 injured in September last, and 6 killed and 37 injured in October, 1906. Five of the fatalities were caused by falling material, 3 by being run over, 2 by machinery, 2 by elevators, 1 by the collapse of a factory and 1 by molten metal. Falling material was responsible for 22 non-fatal accidents, machinery for 15, falls for 10, molten metal for 3, tools for 2, elevators for 2, the boom of a derrick for 1, an explosion for 2.

Woodworking trades.—A woodworker at Waterville, Que., died from lockjaw, from the effects of the falling of a piece of iron on his foot. Contact with machinery caused all the 13 minor accidents.

Printing.—Among these crafts there were only 4 non-fatal accidents in October, compared with 1 non-fatal accident in September, 1907, and 1 in October, 1906. Three of the accidents

were due to machinery and the other to the victim having his leg badly crushed in an elevator.

Clothing.—During October, 1907, a boot and shoe worker at St. Hyacinthe, Que., had his arm badly cut in a machine. There were no accidents in the previous month and there was 1 fatality in October, 1906.

Textile.—Five workmen were injured in these trades during October, compared with 3 in the previous month and 3 also in October of last year. Machinery was responsible for the five injuries.

Food and tobacco preparation.—Four killed and 8 injured was the record for October as against 6 injured in September last, and 1 killed and 6 injured in October, 1906. Two of the deaths were caused by the explosion of a retort in a canning factory, 1 by electric shock and 1 by being run over by an engine. Four of the accidents were caused by machinery and 1 each by an elevator, tools, livestock and by a fall.

Railway service.—There were 39 fatal and 35 non-fatal accidents in October. In September the record was 20 killed and 31 injured, and in October, 1906, 19 killed and 27 injured. Of the fatalities, 15 were due to the victims being run over by trains or portions thereof, 6 to being struck by engines, 4 to derailments, 3 to being caught between cars, 2 to explosion of a locomotive, 2 to collisions, 2 to explosions of dynamite, 3 to drowning and 1 each to a fall and to being burnt to death in a car. Fourteen of the other accidents were due to the victims being caught between cars, 5 to falling material, 4 to being run over, 4 to falls, 3 to explosions, 2 to collisions, and 1 each to a derailment, to molten metal, to machinery and to being burnt in a construction car.

Navigation.—Twelve of these workers were killed and 6 injured in October, 1907, compared with 11 killed and 10 injured in the previous month and 9 killed and 5 injured in October, 1906. Nine of the fatalities were caused by drowning, 2 by falls and 1 by machinery. Of the other accidents, 5 were caused by falls and 1 by falling material.

General transport.—There were 9 killed and 29 injured as against 4 killed and 16 injured in the previous month, and 7 killed and 20 injured in October, 1906, Falls caused 3 deaths, being run over 2. falling material 1, live stock 1 and derailment of train 1. Falls caused 11 serious injuries, runaways 4, collisions 4, being run over 3, being crushed between vehicles 3, being burnt by sulphuric acid 1, falling material 1, live stock 1, and being struck by an engine 1.

Civic employees.—Two firemen were injured by falling from a ladder during October. In the preceding month the record was 2 killed and 1 injured, and in October, 1906, 3 injured.

Miscellaneous.—There were 5 killed and 23 injured as against 1 killed and 10 injured in September last and 3 killed and 13 injured in October of last year. One of the deaths was caused by electric shock, 1 by machinery, 1 by an explosion, 1 by a runaway, and 1 by being run over by a runaway team.

Unskilled labour.—Among these workers 5 met death by accident and 24 were injured during October, 1907, compared with 2 killed and 17 injured in the previous month, and 4 killed and 14 injured in October, 1906. Two of the fatalities were due to the victims being run over by vehicles, 2 to falling material and 1 to being smothered by slack coal in a chute. Of the other accidents 14 were due to falling material, 3 to falls, 2 to machinery, 2 to being run over, 1 to a derrick, 1 to a cave-in and 1 to being struck by a train.

TRADE DISPUTES DURING THE MONTH OF OCTOBER, 1907.

THERE was a slight improvement in industrial conditions in Canada, during October, compared with the previous month with regard to trade disputes, and at the close of the month, very few localities continued to be affected to any serious extent by strikes or lockouts. The chief point of disturbance was at Springhill, Nova Scotia, where the strike of coal miners, which began on August 1, existed until October 28, causing a continued shortage of coal to be felt throughout the province.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during October was 22, a decrease of 4, compared with the previous month, but an increase of 10 compared with October, 1906. About 67 establishments and 5,168 employees were affected by these disputes, 19 firms and about 2,598 employees being involved in the disputes which began in October.

Loss of time in working days.—The loss of time to employees through trade disputes during October amounted approximately to 63,350 working days, compared with 61,900 in September, and 87,920 in October, 1906.

Trades affected by new disputes.—The following table shows the trades affected by the new disputes of the month, and the number of workpeople affected in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Lumbering	1	85
Mining	1	1,342
Clothing trades	3	1,101
Printing and bookbinding	1	30
Miscellaneous trades	1	40
Total	7	2,598

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of Canada:—

Province.	No. of Disputes.
Quebec	1
Ontario	3
Manitoba	1
British Columbia	2
Total	7

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	1
For shorter hours	2
Against reduction in wages	1
Against increase in hours	1
For recognition of union	1
Friction with a foreman	1
Total	7

Methods of settlement.—Of the 22 disputes that were in existence during October, 15 were terminated in the course of the month, leaving 7, still in existence. In 1 case dispute was settled through the Industrial Disputes Investigation Act, in 5 by negotiations between the parties concerned, in 4 work was resumed without negotiations, and in the remaining 5 industrial conditions ceased to be affected.

Results of disputes.—Of the disputes that were terminated, 10 resulted in favour of the employers, and 3 in favour of the employees, in 1 a compromise was reached, and in 1 the strikers were partially successful, their demands being conceded by some firms involved. In two cases in which the employers were successful, only a small portion of the workpeople were directly involved, the majority of them not desiring any change in the prevailing conditions.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during October, which began in previous

months, comprised strikes of coal miners at Springhill, N. S., plumbers, machinists, electrical workers and granite cutters at Toronto Ont., carpenters at Regina, Sask., boilermakers and helpers at Halifax, N. S., woollen mill hands at Almonte, Ont., tailors at Kingston, Ont., carpenters, stonemasons, bricklayers and masons at Galt, Ont., and pulp and paper makers at Sturgeon Falls, Ont. A brief account of these disputes is given below.

Strike of Coal Miners at Springhill, N. S.

A strike of coal miners of the Cumberland Railway and Coal Company, which began at Springhill, N. S., on August 1, was terminated on October 31. The subject of the dispute and settlement are set forth in a special article on the operations of the Industrial Disputes Investigation Act, 1907. The company concerned being one of the largest mining companies in Nova Scotia, employing about 1,250 men, the strike caused a great shortage of coal throughout the province, affecting indirectly many industries dependent upon these mines. In the course of the dispute many of the employees had left Springhill and obtained work in other districts.

Strike of Boilermakers and Helpers at Halifax, N. S.

No settlement was reported with regard to a strike of boilermakers and helpers at Halifax, N. S., which took place on September 25, owing to the refusal of the Halifax Graving Dock Company to grant a demand for an increase in wages from $2.50 to $3.50 per day for mechanics' and from $1.80 to $2.50 per day for helpers. When the strike was declared two vessels were undergoing repairs at the dock. During October the Company succeeded in temporarily repairing them, and took them to New York, where the work required was completed. About 89 men were directly affected by this dispute, and 100 indirectly.

Strike of Carpenters at Regina, Sask.

A strike of carpenters which was declared at Regina, Saskatchewan, on September 23, affecting 5 firms and about 40 men, was terminated on October 3. The cause of the dispute was the refusal of the employers to grant a demand for recognition of the carpenters' Union, and for the employment of none but union foremen. Work was resumed under the conditions prevailing before the strike, the contractors agreeing to meet their men some time in January or February of next year, in order to consider their grievances and to come to some arrangement with them, if possible. One of the firms affected stated that the 12 men in their employ, who were called out were replaced by non-unionists, and no serious loss was suffered by them.

Strike of Woollen Mill Workers at Almonte, Ont.

A strike of 5 warpers at Almonte, Ont., which began on September 13, and caused the closing of a large part of the mill of the Rosamond Woollen Company, throwing out of employment about 200 workpeople, was terminated on October 2, and a few days later normal conditions were restored. After a meeting between the warpers and a representative of the company, held on October 1, 3 of the strikers agreed to withdraw their demand for an increase in wages and to return to work under the conditions prevailing before the strike. The other 2 warpers refused to go back.

Strike of Tailors at Kingston, Ont.

A strike of tailors which took place at Kingston, Ont., on September 23, continued throughout October, no general settlement being reached, but in the course of the month the demands of the strikers were conceded by 2 out of the 7 firms affected. The dispute, which concerned 25 men and 50 women workers, arose through a declaration by the employers for "open shops", prior to the consideration of a new bill of prices, involving an increase of 15 per cent, in wages, which had been presented by the Journeymen Tailors' Union.

DEPARTMENT OF LABOUR, CANADA, STATISTICAL TABLE, SERIES C., No. 82.

TABLE OF TRADE DISPUTES DURING THE MONTH OF CCTOBER.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.		Date of termination.		Result.
					Directly.		Indirectly.						
			Directly	Indirectly	Males	Females	Males	Females					
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.													
Mining—													
Coal miners	Springhill, N. S.	Demand for payment of 4 cents per inch, per lineal yard, for stone in pillar work	1	.....	500	.....	750	.....	Aug.	1	Oct.	31	Strike declared off; work resumed without change in conditions as to pillar work.
Building Trades—													
Plumbers	Toronto, Ont.	Against employment of non-unionists	1	.....	50	.....	.....	.....	Apr.	13	.....		No settlement reported at end of month.
Plumbers	Toronto, Ont.	Demand for increase in wages from 37½ to 45 cents per hour, apprentices from $6.50 to $8.50 per week, and closed shops.	6	.....	250	.....	.....	.....	"	13	.....		No settlement reported, but most of the strikers obtained work on terms demanded. The larger firms continued to oppose the principle of "closed shops."
Carpenters, plumbers and labourers	Galt, Ont.	Against employment of non-unionists	1	.....	7	.....	.....	.....	July	29	.....		Conditions ceased to be affected.
Stone masons	Galt, Ont.	Against employment of non-union labourers	1	.....	12	.....	.....	.....	Aug.	23	.....		Conditions ceased to be affected.
Bricklayers and labourers	Galt, Ont.	Against employment of non-union carpenters	1	.....	12	.....	.....	.....	"	26	.....		Conditions ceased to be affected.
Granite cutters	Toronto, Ont.	Men alleged they had been brought in to work under misrepretentations	1	.....	14	.....	.....	.....	"	22	.....		No settlement reported at end of month.

Carpenters	Regina, Sask.	Demand for recognition of Union and employment of none but union foremen	5		40				Sept.	23	Oct. 3	Work resumed under old conditions on employers promising to consider demands of their men in January or February of next year.
Metal Trades—												
Machinists	Toronto, Ont.	Demand for reduction in working hours from 10 to 9, with no change in wages	16		400				June	8		No settlement reported but employers claimed to be no longer affected. demand of strikers conceeded by some jobbing and repair shops.
Iron moulders	Vancouver, B. C.	Demand for increase in wages from $3.75 to $4 per day, and reduction in working hours from 9 to 8			75				"	24		No settlement reported at end of month.
Electrical workers	Toronto, Ont.	In sympathy with striking plumbers	5		25				July	20		No settlement reported at end of month.
Boilermakers and helpers	Halifax, N. S.	For an increase in wages; mechanics from $2.50 to $3.50; helpers from $1.80 to $2.50 per day	1		89		100		Sept.	25		No settlement reported at end of month.
Textile Trades—												
Woollen mill hands	Almonte, Ont.	Demand of warpers for increase in wages from $1.65 and $1.75 to $2 per day	1		5	200			"	13	Oct. 2	Work resumed on employers' terms by 3 warpers, and factory reopened
Clothing Trades—												
Tailors	Kingston, Ont.	Against declaration of employers for open shops and demand for higher wages and shorter hours	7		25	50			"	23		Agreement signed with Union by 2 firms, situation unchanged in other shops.
Miscellaneous Trades—												
Pulp and paper makers	Sturgeon Falls, Ont.	Against Sunday labour and for recognition of Union	1		214	2			June	10		No settlement reported, but conditions ceased to be affected.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C., No. 82.

TABLE OF TRADE DISPUTES DURING THE MONTH OF OCTOBER.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.		Date of termination.		Result.
					Directly.		Indirectly.						
			Directly	Indirectly	Males	Females	Males	Females					
DISPUTES WHICH BEGAN DURING THE MONTH.													
Lumbering— Lumber handlers..	Vancouver and New Westminster, B. C	Lockout: Employers wanted to increase working hours from 9 to 10 per day, to make them the same as in mills....	2	.....	85	.....	.....	.....	Oct.	1	Oct.	23	Work resumed under old conditions.
Mining— Coal miners.....	Nanaimo, B.C.....	Drivers and pushers objected to terms of an agreement accepted by a majority of the miners and demanded 20 per cent. increase in wages.....	1	.....	181	.....	1,161	.....	"	1	"	4	Work resumed on terms of agreement, drivers gradually returned; all but a few who were refused, were at work on October 7.
Clothing Trades— Garment workers..	Ottawa, Ont.....	Friction between a designer and garment workers.....	1	.....	11	.....	.....	.....	"	7	"	21	Work resumed by strikers, who signed an agreement not to strike again without submitting grievances to arbitration, employers agreed to lay off 3 girls who had replaced strikers at end of 3 months.

Garment workers..	Paris, Ont.....	Demand that Saturday half holiday be continued throughout the year.....	1	.....	.....	1,000	.....	.....	"	12	"	21	A compromise; for 13 weeks work would continue, until 4:30 p. m. on Saturdays as before, after which work would begin at 6:50 or 7 a. m., and continue till 6 or 6:10 p. m. except on Saturdays when work would stop at 12:10 p.m
Boot and shoe workers.....	Toronto, Ont.....	Dispute as to new scale of prices on introduction of new machinery, strikers claimed that matter should be submitted to arbitration as provided in agreement.....	1	.....	90	.....	.....	.....	"	23	"	28	Work resumed, matter in dispute referred to arbitration.
Printing and Bookbinding—													
Bookbinders.....	Winnipeg, Man.....	Demand for reduction in working hours from 53 to 48 per week.....	8	.....	30	.....	.....	.....	"	1	"	4	Demand of men conceded by 4 firms and agreement signed. All but 6 strikers returned to work.
Miscellaneous Trades													
Plate glass workers	Montreal, Que.....	Demand of men for recognition of their Union.....	5	.....	40	.....	.....	.....	"	7	"	21	Work resumed, no change, Union not recognized.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned ; mention, moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

Strike of Boilermakers at Ottawa, Ont.

During the month, a small strike of boilermakers was reported to the Department which took place at Ottawa on September 5, affecting 11 men. The dispute arose through the discharge of an employee, who alleged that he was dismissed because he was a member of the Boilermakers Union. The employer stated that he was discharged because he demanded an increase in wages and was continually finding fault. On September 24, the strikers returned to work, the discharged man not being reinstated.

No settlement was reached with regard to a strike of *plumbers* which was declared at Toronto on May 17, but by the end of the month it was reported that the greater proportion of the strikers had gone back to work, having come to terms with their employers. Some of the larger firms still continued to be affected.

No change was reported with regard to a strike of 25 *electrical workers* at Toronto, who stopped work on July 20, in sympathy with the striking plumbers.

Other Disputes.

Industrial conditions ceased to be affected by a strike of 216 *pulp and paper makers* at Sturgeon Falls, Ont., which began on June 10, owing to the refusal of their employers to grant a demand for the discontinuance of Sunday labour, and for recognition of the Union. Most of the places of the strikers were filled.

Conditions also ceased to be affected in the case of three small strikes affecting the *building trades*, which began in July and August at Galt, Ont. These disputes all arose from the employment of non-unionists.

It was reported that a strike of 50 *tunnel labourers* at Windsor, Ont., which took place on September 5, was terminated on the following day, the places of the strikers being filled.

Fourteen *granite cutters* at Toronto, Ont., who stopped work on August 22, alleging that they had been engaged under mis-representations, and 75 iron moulders at Vancouver, B. C., who went out on June 8, having been refused a demand for an increase in wages and a reduction in working hours.

New Disputes.

The new disputes of the month involved coal miners at Nanaimo, B. C., lumber handlers at Vancouver, B. C., garment workers at Paris, Ont., and Ottawa, Ont.; boot and shoe workers at Toronto, Ont.; bookbinders at Winnipeg, Man., and plate glass workers at Montreal Que..

Strike of Coal Drivers and Pushers at Nanaimo, B. C.

On October 1, the coal drivers and pushers employed by the Western Fuel Company at Nanaimo, B. C., stopped work on account of their dissatisfaction with the terms of a two years agreement which had been arranged by the Company and a committee of employees, and ratified by a majority of the employees by secret ballot. It was stated by the company that the strikers demanded $3.15 instead of $2.86 for an 8 hour shift, although it was claimed that the latter rate was 11 cents per shift higher than the rate for similar work elsewhere in British Columbia and Alberta. On October 4, the strikers accepted the agreement, and work was resumed. The drivers gradually returned until October 7, when normal conditions were restored, all except a few being taken back. According to a report received from the company, 181 men were directly affected by the dispute, and 1161 indirectly. Another report stated that about 200 men were directly and 500 indirectly affected by the dispute.

Closing of Mines at Hillcrest, Alberta.

On October 11, the mines of the Hillcrest Coal and Coke Company, at Hillcrest, Alberta, were closed for two days, throwing about 70 men out of employment. The miners, claiming that the closing of the mines constituted a lockout, prosecuted the company for violation of the Industrial Disputes Investigation Act, on the ground that such action was illegal

during the session of a conciliation board, which had been established under the Act for the purpose of dealing with the differences between the company and its employees.* A conviction was recorded and a fine of $200.00 imposed, from which the company appealed. The company claimed that the closing down of the mills had not been in the nature of a lockout.

Lockout of Lumber Handlers at Vancouver and New Westminster, B. C.

On October 1, it was reported that a lockout was inaugurated by stevedores and millmen against the lumber handlers at Vancouver and New Westminster, B. C., involving 2 mills and about 85 men. The dispute arose from a desire of the employers to increase the working hours of the lumber handlers from 9 to 10 per day, with the object of making them the same as the hours of the men employed inside the mills. The latter were anxious to have their working day reduced from 10 to 9 hours. On October 23, work was resumed under the conditions prevailing before the dispute.

Strike of Garment Workers at Paris, Ont

On October 12, about 1,000 employees of the Penman Manufacturing Company, of whom 150 were men and 850 women workers, declared strike. The cause of the dispute was the refusal of the Company to grant a demand for the continuance of the Saturday half holiday which had prevailed during the summer months. On October 21 work was resumed, a compromise having been effected. It was agreed that for the next 13 weeks the hours of labour would be the same as formerly, namely until 4.30 on Saturdays. After that work would commence a 6.50 or 7 a. m. and continue until 6 or 6.10 p. m., except on Saturdays, when work would cease at 12.10 p. m., during the entire year.

Strike of Garment Workers at Ottawa, Ont.

On October 7, a strike of 11 garment workers employed by the Universal Manufacturing Company took place at Ottawa, Ont., on account of friction between the designer and the employees. The strike was confined to the male workers, all the female employees continuing at work. On October 21, the strikers returned to work and signed an agreement not to go out again without submitting their differences to arbitration. It was reported that the employers agreed, on their part, to discharge 3 of the 6 girls, who had been engaged to replace the strikers at the end of three months, if the men gave evidence of good faith at that time.

Strike of Boot and Shoe Workers at Toronto, Ont.

On October 23, a strike of 92 boot and shoe workers, of whom 30 were female employees, took place at Toronto, Ont. The dispute arose from a readjustment of piece work prices by the Victoria Shoe Company, incident to the installing of some new machinery. The strikers alleged that the readjustment involved a reduction in wages in violation of an agreement between the Company and their employees, which provided that any proposed changes in wages on the part of either the firm or its employees if no mutual agreement is reached, should be submitted to an arbitration board, whose decision would be binding on both parties. It was reported by the Shoe Workers' Union, that work was resumed on October 28, the company having restored the wages to their former basis. It was stated by the Company that the object of the dispute was partly to obtain a new contract between the Shoe Workers' Union and the employing Company, and to force an adjustment of prices with the manager, instead of the superintendent; to change slightly the rate of wages and the system of paying the men. As a result of the dispute the men lost $900 in wages, and received back pay to the amount of $1.08.

Strike of Bookbinders at Winnipeg, Man.

On October 1, a strike of bookbinders was declared at Winnipeg, Man. in which 8 establishments and 30 employees were involved. The dispute arose from a demand for a reduction in working

* For further reference to this dispute see the October number of the *Labour Gazette*, page 412.

hours from 53 to 48 per week. Work was resumed on October 4, by all but 6 of the strikers, four of the firms affected having signed an agreement granting a working day of 8 hours.

Strike of Plate Glass Workers at Montreal, Que.

On October 7, a strike of plate glass bevellers took place at Montreal, Que. A report received from one of the companies affected, stated that 5 firms and 40 employees were involved. The cause of the dispute was the refusal of the employers to recognize the glass bevellers' Union. On October 21, work was resumed under the old conditions, recognition of the Union not having been conceded.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began, or were in continuance during the month of October, and which have been reported to the Department.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR, CANADA—THIRD QUARTER OF 1907.

IN the accompanying statistical table detailed information is presented relating to changes in rates of wages and hours of labour reported to the Department of Labour as having gone into effect during the third quarter of the present calendar year, including the months of July, August and September, 1907.

The changes reported during the quarter, affecting in each case a number of workpeople, were 53 in number. Of these, 39 were of the nature of increases on wages and 8 of the nature of decreases in hours. In 2 cases the changes involved a decrease in wages, and in 4 an increase in wages combined with a decrease in hours.

The General Result.

The general tendency of wages was strongly upward during the quarter, though to a much less pronounced degree than during the quarter immediately preceding. Compared with the corresponding period of 1906, however, the number of changes occurring and the number of employees affected were considerably larger. This was particularly the case among railway employees, street railway employees, in the printing trades and in the mining industry. Among the first mentioned, the following received advances: conductors and trainmen on the Quebec Central Railway system; locomotive engineers on the G. T. R. and M. C. R. systems; locomotive firemen on the M. C. R. system and the C. P. R. western lines; machinists, boilermakers and other shop employees of the I. C. R., C. P. R. (Western) and Pere Marquette systems; and freight handlers of the I. C. R. Among street railway employees, new agreements involving an increase to large numbers of men went into effect from July 1 at Toronto, and on the lines of the British Columbia Electric Railway Company. In the printing trades, some 2,200 employees at Montreal and Toronto obtained the 8 hour day. In the mining industry, the scarcity of men prevailing in the metalliferous camps and smelters of British Columbia led to some important advances in the wages scale. In the building trades, the number of men obtaining increases was less than in the third quarter of 1906.

In the following small table an analysis is presented showing the approximate aggregate results according to industries and groups of trades of the several changes of the quarter in so far as detailed information was obtained by the Department.

TABLE SHOWING, BY INDUSTRIES AND GROUPS OF TRADES, THE RESULTS OF CHANGES IN WAGES AND HOURS OF LABOUR, CANADA, DURING THE THIRD QUARTER OF 1907.*

Industry or Group of Trades.	Approximate Number of Workpeople Affected.	Total increase in Weekly Earnings.	Total decrease in Weekly Earnings.	Total increase in Hours of Employment. Per Week.	Total decrease in Weekly Employment. Per Week.
Mining	2,500	$7,000	.....	.....	.....
Building	850	1,460	.....	.....	2,000
Metal	270	194	.....	.....	1,850
Woodworking	281	.....	.....	.....	1,405
Printing	2,388	170	.....	.....	13,575
Textile	863	725	.....	.....	.....
Food and tobacco	100	100	.....	.....	.....
Leather	15	45	.....	.....	90
The Railway Service	3,400	.....	.....	.....	.....
Street Railway Employees	1,796	2,600	.....	.....	.....
General Transport	210	350	.....	.....	.....
Civic employees	45	63	.....	.....	.....
Miscellaneous	38	19	.....	.....	.....
Unskilled labour	353	219	.....	.....	.....

*Account is taken in this table only of changes concerning which detailed information was obtained by the Department. The returns are to be regarded as approximate only.

Changes by Industries and Trades.

The following is a statement of the changes in wages and hours of labour reported to the Department as having gone into effect during the third quarter of 1907, according to the several industries and groups of trades affected:—

Fishing.—The rates paid to salmon fishermen on the Fraser River, B. C., during the present year have been as follows:—

From March 1st to April 20th:
Red salmon ..... $.08 per lb.
White salmon ..... .05 "
Steelheads ..... .06 "

From April 20th to June 1st:
Red salmon ..... .06 "
White salmon ..... .05 "
Steelheads ..... market prices
Sockeyes ..... .25 per fish.

The prices paid during the season of 1906 were as follows:—

Up to April 15th:
Red spring salmon ..... $.08 per lb.

After April 15th:
Red spring salmon ..... .05 "
White spring salmon ..... .04 "
Steelheads ..... .05 "
Sockeye salmon from July 10 to Aug. 18 .25 per fish.
Sockeye salmon from Aug. 1 to Aug. 25 .20 "

The number of men engaged in 1907 was approximately 3,000, compared with 5,500 last year. Average individual earnings were $50 in 1907, compared with $100 in 1906. (1)

Lumbering.—In connection with the hiring of men to work in the winter lumbering camps of Ontario and Quebec, the wages offered were about $5.00 per month in advance of last year. In New Brunswick, the rates were the same as last year, or slightly lower. (2)

Mining.—A pronounced advance in wages went into effect during the summer months in the metalliferous mining camps and smelters of British Columbia. The advances followed in some cases on increases granted during the spring months and were generally due to the prevailing scarcity of workmen. In the Rossland mining camp, where about 750 men were affected, the increases ranged from 25 to 50 cents per day, dating from July 1, notwithstanding that a similar increase affecting a large proportion of these employees went into effect on May 1 preceding. By courtesy of the Granby Consolidated Mining and Smelting Company, Limited, the British Columbia

(1) For a statement with reference to the extent of the catch see *Labour Gazette* for September and October, 1907, at pages 285 and 391 respectively.

(2) For a statement with regard to the wages paid to lumbermen in 1906, see the *Labour Gazette* for November 1907, page 571.

Copper Company, Limited, and the Dominion Copper Company, Limited, a detailed statement is presented in the accompanying table showing the exact effect of the change among the various classes in their employ. The return may be regarded as representative of conditions prevailing in the industry as a whole, about 2,500 men being affected (3).

During September, the wages scale at Rossland, B. C., for men employed about mines was as follows:—

Trade or Class of Labour	Rate of Wages, Per Day of 8 Hours, Not less than:
Machinists and timbermen	$4.00
Shovellers	3.25
Blacksmiths	4.25
" helpers	3.50
Skip tenders	3.75
" helpers	3.25
Engineers	4.25

The minimum wage on the surface was $3.25 per day of 9 hours.

Building trades.—Bricklayers (600) at Winnipeg, Man., had their hours reduced from 55 to 51 per week during July and August, as the result of a strike. Carpenters (300) at Regina, Sask., received an increase in wages from 27½ to 35 cents per hour. Plumbers' and steamfitters' helpers at Calgary, Alta., had their wages increased, the former from 45 cents to 51½ cents per hour, and the latter from 25 cents to 30 cents per hour.

Metal, engineering and shipbuilding trades.—During the month of June, between 800 and 900 machinists at Toronto, Ont., went on strike for a reduction in hours from 10 to 9 per day, without reduction in pay. The strike is still unsettled in the larger shops, but in about 34 of the smaller shops, employing about 250 men, the reduction in question has been granted. Electrical workers at Halifax, N. S., received an increase in wages from $12 to $13.50 per week. Apprentices, whose wages varied from $3 to $6 per week, received a scale of 14 cents per hour. Employees of the Bell Telephone Company, consisting of foremen, linemen and cable splicers, to the number of 120, received a Saturday half-holiday without loss of pay. Iron moulders at New Westminster, B. C., and Victoria, B. C., had their wages increased by 50 cents per day in the first locality, and by 25 cents per day in the second. Tinsmiths at Calgary, Alta., were increased from 40 to 42½ cents per hour.

Woodworking and furnishing trades.—Employees of the Office Specialty Manufacturing Company, Limited, of Newmarket, Ont., numbering 281 in all, had their hours reduced one per day on the first five days of the week, dating from July 1, by voluntary concession.

Printing and allied trades.—During the month of June, the allied printing trades of Montreal, Que., and Toronto, Ont., obtained five years' agreements involving an increasing scale of wages and a reduction in hours, to take effect immediately, from 9 to 8 per day. Upwards of 2,000 employees were affected by these agreements (4).

At Brantford and Stratford, Ont., printers, pressmen, etc., had their hours reduced from 8½ to 8 per day, in fulfillment of agreements entered into in 1906; about 85 employees in all were affected.

At London, Ont., job and newspaper compositors received an increase in wages of $2.00 per week in the case of the former and of $1.00 per week in the case of the latter. The former class also received a reduction of three hours per week.

Textile trades.—A number of the lower paid workmen employed in the Montmorency mills of the Dominion Textile Company, Que., had their wages advanced during the quarter, in addition to the advance which was granted to the entire staff in May last. The increase had the effect of equalizing the amount of the increases received by individual employees. Employees of the Penman Manufacturing Company, woollen manufacturers, of St. Hyacinthe, Que., obtained increases ranging from $1.00 to

(3) For statement re increases which went into effect at Moyie, B. C., in June see *Labour Gazette* for August, 1907, pages 192 and 204.

(4) For full details with respect to the nature of the changes involved in these agreements see text of agreement concluded at Toronto published in the *Labour Gazette* for August, 1907, at page 213, and of the Montreal agreement published under the heading of "Recent Industrial Agreements" in the present issue.

$2.00 per week. Dye-house labourers at Sherbrooke, Que., obtained a slight advance.

Food and tobacco preparation.—Moulders at Toronto, Ont., had their wages increased from $11.50 to $12.50 per week, after negotiations between employers and employees.

Leather trades.—Harness makers at Victoria, B. C., received an increase in wages from $2.50 to $3.00 per day, and a decrease in hours from 10 to 9 per day.

The Railway service.—By an agreement which went into effect on July 1, the following increases in wages were granted to conductors, brakemen and baggagemen in the employ of the Quebec Central Railway Company:—

PASSENGER TRAINS.

Train number.	Class of Employees.	Old scale.	New scale.	Hours of employment per day.
15	Conductors	$ 3.25	$ 3.40	11
8	Brakemen	2.00	2.15	11
16	Baggagemen	1.65	1.80	11
1	Conductors	3.00	3.25	11
8	Brakemen	1.90	2.05	11
2	Baggagemen	1.80	1.75	11
17	Conductors	2.75	3.00	11
8	Brakemen	1.80	1.90	11
18	Baggagemen	1.80	1.90	11

WAY FREIGHTS.

	Conductors	2.60	2.80	11
	Brakemen	1.85	2.00	11

EXTRA FREIGHTS.

	Conductors	2.50	2.70	11
	Brakemen	1.70	1.85	11

TRAINS ON MEGANTIC BRANCH.

	Conductors	2.60	2.80	11
	Brakemen	1.75	1.90	11

CONSTRUCTION TRAINS.

	Conductors	.22½ per hour	.25 per hour	11
	Brakemen	.15 per hour	16½ per hour	11

SHUNTERS.

	Conductors	2.00	2.20	
	Brakemen	1.50	1.70	

All Trains going to load wood on the Main Line to be paid mileage from the starting point to place where they load and by the hour while loading.

One hundred miles or 11 hours to constitute one day on all freight trains.

One hundred and fifty miles or 11 hours to constitute one day on all passenger trains.

Passenger specials consisting of 5 cars or more to be paid highest passenger train rates; of less than 5 cars, to be paid next highest.

Trainmen deadheading on Company's orders to receive half rate of train on which they travel.

CHANGES IN RATES OF WAGES AND HOURS

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Fishing:				
Salmon fishermen	Fraser River, B.C.	3,000	.....	Earnings decreased.*
Lumbering:				
Bushmen	Ontario and Quebec	.....	.....	Wages increased $5 per month.(*)
Bushmen	New Brunswick	.....	.....	Wages slightly decreased
Mining:				
Miners, muckers, blacksmiths, etc	Rossland Mines	750	July 1	Wages increased 25 to 50 cents per day
Miners in employ of Dominion Copper Co. as follows:	Phoenix, B. C.			
Machine men	.....	84	"	Wages increased
Timbermen	.....	8	"	Wages increased
Muckers	.....	73	"	Wages increased
Blacksmiths	.....	5	"	Wages increased
Blacksmith's helpers	.....	3	"	Wages increased
Machinists	.....	1	"	Wages increased
Compressor men	.....	3	"	Wages increased
Hoistmen	.....	2	"	Wages increased
Pipemen	.....	1	"	Wages increased
Smeltermen in employ of Dominion Copper Co. as follows:	Boundary Fls., B.C			
Tappers	.....	6	July	Wages increased.
Potmen	.....	6	"	Wages increased
Charge wheelers	.....	24	"	Wages increased
Flue dust men	.....	3	"	Wages increased
Burners	.....	3	"	Wages increased
Labourers	.....	6	"	Wages increased
Machinists' helpers	.....	4	"	Wages increased
Millman	.....	1	"	Wages increased
Sample feeder	.....	1	"	Wages increased
Trackman	.....	1	"	Wages increased
Miners in employ of Granby Consolidated Mining and Smelting Co., Ltd. as follows:	Phoenix, B. C.			
Teamsters	.....	4	.....	Wages increased 25 cents per day
Miners	.....	177	.....	Wages increased 50 cents per day
Chutemen	.....	37	.....	Wages increased 75 cents per day
Muckers	.....	121	.....	Wages increased 50 cents per day
Nippers	.....	14	.....	Wages increased 50 cents per day
Trackmen	.....	3	.....	Wages increased 50 cents per day
Timbermen	.....	6	.....	Wages increased 50 cents per day
Timbermen's helpers	.....	5	.....	Wages increased 50 cents per day
Station tenders	.....	3	.....	Wages increased 25 cents per day
Trackmen's helpers	.....	2	.....	Wages increased 50 cents per day

* See statement in accompanying article.

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Estimated Rate of Wages per Week		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about.
Before Change.	After Change.	Before Change.	After Change.	Increase.	Decrease	Increase	Decrease	
$18–$21	$19.50–24	48	48	$1.50–$3	.....	.....	.....	By voluntary concession.
								On demand of workmen
$24.50	$28.00	48	48	$3.50	.....	.....	.....	
24.50	29.75	48	48	5.25	.....	.....	.....	
21.00	24.50	48	48	3.50	.....	.....	.....	
28.00	31.50	54	54	3.50	.....	.....	.....	
24.50	28.00	54	54	3.50	.....	.....	.....	
28.00	31.50	54	54	3.50	.....	.....	.....	
28.00	31.50	48	48	3.50	.....	.....	.....	
28.00	31.50	48	48	3.50	.....	.....	.....	
28.00	31.50	54	54	3.50	.....	.....	.....	
								On demand of workmen.
$21.00	$22.75	48	48	$1.75	.....	.....	.....	
18.90	22.75	48	48	3.85	.....	.....	.....	
18.90	21.00	48	48	2.10	.....	.....	.....	
18.90	21.00	48	48	2.10	.....	.....	.....	
18.90	21.00	48	48	2.10	.....	.....	.....	
18.90	21.00	54	54	2.10	.....	.....	.....	
21.00	24.50	54	54	3.50	.....	.....	.....	
22.15	24.50	44	44	2.45	.....	.....	.....	
21.00	22.75	48	48	1.75	.....	.....	.....	
21.00	26.25	48	48	5.25	.....	.....	.....	
$22.75	$24.50	54	54	$1.75	.....	.....	.....	On demand of workmen based on increased cost of living.
24.50	28.00	48	48	3.50	.....	.....	.....	
21.00	26.25	48	48	5.25	.....	.....	.....	
21.00	24.50	48	48	3.50	.....	.....	.....	
21.00	24.50	48	48	3.50	.....	.....	.....	
24.50	28.00	48	48	3.50	.....	.....	.....	
24.50	28.00	48	48	3.50	.....	.....	.....	
21.00	24.50	48	48	3.50	.....	.....	.....	
24.50	26.25	48	48	1.75	.....	.....	.....	
21.00	24.50	48	48	3.50	.....	.....	.....	

CHANGES IN RATES OF WAGES AND HOURS

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Blasters		7		Wages increased 50 cents per day
Barmen		8		Wages increased 75 cents per day
Head brakemen		6		Wages increased 35 cents per day
Back brakemen		6		Wages increased 50 cents per day
Smeltermen in employ of Granby Consolidated Mining and Smelting Co Ltd., as follows:	Phoenix, B. C.			
Machinists		6		Wages increased 40 cents per day
Blacksmiths		11		Wages increased 40 cents per day
Blacksmith's helpers		8		Wages increased 25 cents per day
Compressor engineers		3		Wages increased 40 cents per day
Steam locomotive engineers		2		Wages increased 40 cents per day
Single drum hoist engineers		3		Wages increased 50 cents per day
Motormen		4		Wages increased 30 cents per hour
Crushermen		4		Wages increased 30 cents per hour
Firemen		3		Wages increased 30 cents per hour
Pumpmen		3		Wages increased 50 cents per day
Electric linemen		1		Wages increased 30 cents per hour
Pipe fitters		6		Wages increased 40 cents per day
Labourers on surface		59		Wages increased 30 cents per hour
Carpenters		10		Wages increased 40 cents per hour
Ore loaders		4		Wages increased 30 cents per day
Employees of the British Columbia Copper Co., Ltd., as follows:				
Miners and helpers	Summit Camp	46		Wages increased
Mechanics	"	1		Wages increased
Labourers	"	10		Wages increased
Miners and helpers	Mother Lode Mine	105		Wages increased
Mechanics	"	28		Wages increased
Labourers	"	12		Wages increased
Furnacemen*	Greenwood	38		Wages increased; hours reduced
Converter men*	"	8		Wages increased; hours reduced
Sample Mill men*	"	2		Wages increased
Mechanics*	"	7		Wages increased
The Building Trades:				
Bricklayers	Winnipeg, Man.	500	July 22	Hours reduced 4 per week
Carpenters and joiners	Regina, Sask.	300	" 1	Wages increased from 27½ to 35 cents per hour
Plumbers, gas and steam fitters	Calgary, Alta	40	"	Wages increased $2.75 per week

* These employees work seven days per week.

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Estimated Rate of Wages per Week		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about.
Before Change.	After Change.	Before Change.	After Change.	Increase.	Decrease	Increase	Decrease	
28.00	31.50	48	48	3.50	.....	.....	.....	On demand of workmen based on increased cost of living.
24.50	29.75	48	48	5.25	.....	.....	.....	On demand of workmen based on increased cost of living.
22.75	25.20	48	48	2.45	.....	.....	.....	On demand of workmen based on increased cost of living.
21.00	24.50	48	48	3.50	.....	.....	.....	On demand of workmen based on increased cost of living
$28.00	$30.80	54	54	$2.80	.....	.....	.....	On demand of workmen based on increased cost of living.
28.00	30.80	54	54	2.80	.....	.....	.....	
24.50	26.25	54	54	1.75	.....	.....	.....	
28.00	30.80	48	48	2.80	.....	.....	.....	
28.00	30.80	48	48	2.80	.....	.....	.....	
24.50	28.00	48	48	3.50	.....	.....	.....	
24.50	26.60	48	48	2.10	.....	.....	.....	
24.50	26.60	54	54	2.10	.....	.....	.....	
24.50	26.60	48	48	2.10	.....	.....	.....	
24.50	28.00	48	48	3.50	.....	.....	.....	
24.50	26.60	54	54	2.10	.....	.....	.....	
24.50	27.30	54	54	2.80	.....	.....	.....	
21.00	23.10	54	54	2.10	.....	.....	.....	
28.00	30.80	54	54	2.80	.....	.....	.....	
21.00	23.10	54	54	2.10	.....	.....	.....	
$19.50	$22.00	48	48	$2.50	.....	.....	.....	On demand of workmen.
24.00	26.40	54	54	2.40				
18.00	19.80	54	54	1.80				
19.50	22.00	48	48	2.50	.....	.....	.....	
22.80	25.20	54	54	2.40				
18.00	19.80	54	54	1.80				
22.05	23.80	56	56	1.75				
21.70	24.15	63	56	2.45	.....	.....	7	
23.10	24.50	63	56	1.40	.....	.....	7	
25.00	28.15	63	63	3.15				
.....	.....	55	51	.....	.....	.....	.....	After a strike.
16.50	21.00	60	60	4.50	.....	.....	.....	After conferences between employers and employees.
22.50	25.75	50	50	2.75	.....	.....	.....	By compromise after a strike for 55 cents per hour.

CHANGES IN RATES OF WAGES AND HOURS

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
The Metal, Engineering and Shipbuilding Trades:				
Machinists	Toronto, Ont.	250	Sept.	Hours reduced from 10 to 9 per day
Electrical workers	Halifax, N. S.	25	July 8	Wages increased from $12.00 to $13.50 per week in the case of men, and from $3–$6 to $8.16 per week in the case of boys
Employees of Bell Telephone Co., as follows:	Toronto, Ont.			
Foremen	"	12	"	Wages increased $5.00 per month, with Saturday half holiday
Linemen	"	96	"	Wages increased 2 cents per hour, with Saturday half holiday
Cable splicers	"	12	"	Wages increased 2½ cents per hour, with Saturday half holiday
Iron moulders	New Westminster, B. C.	12	Aug. 1	Wages increased 25 cents per day
Iron moulders	Victoria, B. C.	22	" 1	Wages increased from $3.50 to $4.00 per day
Tinsmiths	Calgary, Alta	40	Sept. 11	Wages increased from 40 cents to 42½ cents per hr
The Woodworking and Furnishing Trades:				
Employees in furniture establishments	Newmarket, Ont.	281	July 1	Hours reduced 1 hour per day on first 5 days of week.
The Printing and Allied Trades:				
Printers, etc.	Montreal, Que.	1,000	June 1	Hours reduced from 9 to 8 per day
Printers, etc. as follows:	Toronto, Ont.	1,200	June	
Compositors	"	"	"	Hours reduced from 9 to 8 per day
Pressmen	"	"	"	Hours reduced from 9 to 8 per day
Press feeders	"	"	"	Hours reduced from 9 to 8 per day
Platen pressmen	"	"	"	Hours reduced from 9 to 8 per day
Stereotypers	"	"	"	Hours reduced from 9 to 8 per day
Stereotypers (in Newspaper offices)	"	26	"	Hours reduced from 9 to 8 per day; wages increased
Electrotypers	"	"	"	Hours reduced from 9 to 8 per day
Mailers	"	"	"	Hours reduced from 9 to 8 per day
Bookbinders	"	"	"	Hours reduced from 9 to 8 per day
Bindery women	"	"	"	Hours reduced from 9 to 8 per day
Printers, pressmen, etc.	Brantford, Ont.	60	July 1	Hours reduced from 8½ to 8 per day
Printers, pressmen, etc.	Stratford, Ont	25	July 1	Hours reduced from 8½ to 8 per day
Printers:				
Job	London, Ont.	40	"	Wages increased $2 per week; hours reduced 3 per week
Newspaper	"	37	"	Wages increased $1 per week as follows:

Class.	Before Change. Day	Night	After Change. Day	Night
Floormen	$12	$13	$13	$14
Operators	14	15	15	$16
Asst. Foreman	...	16	...	$17

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Estimated Rate of Wages per Week		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about.
Before Change.	After Change.	Before Change.	After Change.	Increase.	Decrease	Increase	Decrease	
.....	.....	55	50	.....	.....	.....	5	On June 8, about 850 machinists went on strike for a 9-hour day. The strike is still unsettled in the larger shops, but about 34 of the smaller shops have granted the reduction.
12.00	13.50	54	54	1.50	.....	.....	.....	After a strike.
16.14	17.30	60	55	1.12	.....	.....	5	By mutual agreement.
17.30	18.42	.....	.....	1.16	.....	.....	.....	
15.00	14.85	60	55	.....	.....	.15	5	By mutual agreement.
16.50	16.50	60	55	.....	.....	.....	5	By mutual agreement.
20.62	22.00	50	50	1.50	.....	.....	.....	After strike.
21.00	24.00	54	54	3.00	.....	.....	.....	On demand of workmen.
24.00	25.50	60	60	1.50	.....	.....	.....	On request of men for increase of 5 cents per hour.
.....	.....	55	50	.....	.....	.....	5	By voluntary concession.
.....	.....	54	48	.....	.....	.....	6	By mutual agreement after conferences.**
$15.00	$15.00	54	48	.....	.....	.....	6	By mutual agreement after conferences.*
16.50	16.50	54	48	.....	.....	.....	6	
10.50	10.50	54	48	.....	.....	.....	6	
11.00	11.00	54	48	.....	.....	.....	6	
$15–$20	$15–$20	54	48	.....	.....	.....		
$16	$18	54	48	$2.00	.....	.....	6	
$15–$20	$15–$20	54	48	.....	.....	.....	6	
$15	$15	54	48	.....	.....	.....	6	
$15	$15	54	48	.....	.....	.....	6	
5.50	5.50	54	48	.....	.....	.....	6	
.....	.....	51	48	.....	.....	.....	3	In fulfilment of agreement entered into in 1906.
.....	.....	51	48	.....	.....	.....	3	In fulfilment of agreement entered into in 1906.
$10.00	$12.00	54	51	$2.00	.....	.....	3	On demand of workmen.
$12–16	$13–17	42–48	42–48	$1.00	.....	.....	.....	On demand of workmen.

* The full text of this agreement was published in the *Labour Gazette* for August, 1907, at page 213.
** For copy of this agreement see under heading "Recent Industrial Agreements" in present issue.

CHANGES IN RATES OF WAGES AND HOURS

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
The Textile Trades:				
Cotton mill employees...	Montmorency, Q.	600	Jly. Sept	Wages of lower paid workmen advanced 10%...
Dye House employees...	Sherbrooke, Que.	20	July 12	Wages increased 5 cents per day.....
Spinners, weavers, etc in woollen mill*..	St. Hyacinthe, Q.	243	July	Wages increased.....
Food and Tobacco Preparation:				
Maltsters.....	Toronto, Ont.....	100	Sept.	Wages increased $1.00 per week.....
The Leather Trades:				
Harness makers.....	Victoria, B. C....	15	Sept.	Wages increased from $2.50 to $3.00 per day; hours reduced from 10 to 9 per day.....
The Railway Service:				
Quebec Central Railway employees as follows:				
Conductors.....	.....	26	July 1	Wages increased.***.....
Brakemen.....	.....	30	"	Wages increased.....
Baggagemen.....	.....	8	"	Wages increased.....
Locomotive engineers...	G. T. R. System.	1,300	"	Wages increased about 10 per cent†.....
Locomotive engineers....	M. C. R. Co.....	200	"	Wages increased.***.....
Locomotive firemen.....	M. C. R. Co.....	220	"	Wages increased.***.....
Locomotive firemen.....	C. P. R. System (Central and Western Div.)	600	"	Wages increased 15 to 20 per cent.**.....
Machinists.....	C. P. R. System. (Central, Western, and Pacific Divisions.....	600	Sept. 1	Hours reduced from 10 to 9 per day; Wages increased as follows: Ft. William to Broadview. Broadview to Kamloops. Kamloops to Vancouver.
Boilermakers.....	C. P. R. System (Central, Western and Pacific Div.)	140	Sept. 1	Hours reduced from 10 to 9 per day; wages increased.....
Railway shop employees as follows:	Pere MarquetteCo St. Thomas, O.			
Machinists.....	.....	25	Sept. 1	Wages increased from 27 to 29 cents per hour....
Boilermakers.....	.....	10	"	Wages increased from 28 to 30 cents per hour....
Machinists' helpers....	.....	10	"	Wages increased from 15 to 16 cents per hour....
Blacksmiths' helpers...	.....	7	"	Wages increased 1 cent per hour.....
Carpenters.....	.....	10	"	Wages increased 1 cent perhour.....
Handymen.....	.....	10	"	Wages increased 1 cent per hour.....
Freight handlers.....	I. C. R.....	55	Aug.	Wages increased as follows: Old Rate — Present Rate. Foreman.....$55.00 p. mo. — $60.00 p. mo. Checkers (inward or outward).... 1.40 p. day — 52.50 " Junior checkers .. 1.40 " — 47.50 " Porters' checkers' work..... 1.40 " — 47.50 " Porters (1st year) 1.40 " — 1.50 p. day Porters (next 4yrs 1.40 " — 1.60 " Porters after 5 yrs. 1.40 " — 1.65 "

* Employees of the Penman Mfg. Co.
*** See statement in accompanying article.
** For copy of new agreement see *Labour Gazette* for October, page 451.
† For copy of new schedule of rates see *Labour Gazette* for September, 1907, page 292.
‡ Varied rates.

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Estimated Rate of Wages per Week		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about.
Before Change.	After Change.	Before Change.	After Change.	Increase.	Decrease	Increase	Decrease	
.....	.....	.....	.....	.....	.....	.....	.....	On request of employees.
$7.20–8.10	7.50 8.40	59	59	.30	.....	.....	.....	By voluntary concession.
$6–$13	$7–$15	.....	.....	$1–$2	.....	.....	.....	On demand of workmen.
11.50	12.50	.....	.....	1.00	.....	.....	.....	After a conference.
15.00	18.00	60	54	3.00	.....	.....	6	On request of workmen.
.....	.....	.....	.....	.....	.....	.....	.....	By voluntary concession.
.....	.....	.....	.....	.....	.....	.....	.....	After reference under Industrial Disputes Investigation Act.‡
.....	.....	.....	.....	$2–$4				
.....	.....	.....	.....	.....	.....	.....	.....	After negotiations.
$22.50	$22.95	60	54					
24.00	24.30	60	54					
23.10	23.49	60	54					
$22.80	$23.22	60	54					After negotiations.
$16.20	$17.40	60	60	$1.20	.....	.....	.....	By voluntary concession.
16.80	18.00	60	60	1.20				
9.00	9.60	60	60	.60				
‡	‡	60	60	.60				
‡	‡	60	60	.60				
‡	‡	60	60	.60				
.....	.....	.....	.....	.....	.....	.....	.....	By reference under Conciliation and Labour Act*

‡ See *Labour Gazette* for August, 1907, and September, 1907, at pages 179 and 292, respectively.
* See *Labour Gazette* for September, 1907, page 289.

CHANGES IN RATES OF WAGES AND HOURS

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Work-people affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Street Railway Employees:				
Motormen & conductors	Peterborough, Ont	9	Sept. 26	Wages increased 10 cents per day
Employees Toronto Ry. Co., as follows:				
Motormen & conduct'rs	Toronto, Ont	1,400	July	Wages increased as follows:
				First Year: Old Rate per hour $.18; New Rate per hour $.20
				Second Year: Old Rate per hour .20; New Rate per hour .22
				Third Year: Old Rate per hour 21½; New Rate per hour .23½
Shopmen				Wages increased from 19–21½ cts. to 21–23½ cts. hr.
Shedmen				Wages increased from 18 to 20 cents per hour
Motormen & conductors	Niagara, St Catherines & Toronto Railway	10	July 1	Wages increased 18–20 cts. to 20–22½ cts. per hr.
Employees of British Columbia Electric Ry. Co., Ltd., as follows:	New Westminster, Vancouver and Victoria, B. C.			
Motormen & conductors		300	July 1	Wages increased about 4½ cents per hour
Carpenters		25		
Blacksmiths		7		Wages increased 3–5 cents per hour
Machinists		10		
Linemen as follows:				
First Class		20		Wages increased from 37½ to 43 cents per hour.
Second Class		3		Wages increased from 31 to 35 cents per hour.
Groundmen		12		Wages increased from 22 to 25 cents per hour.
Trackmen, etc				Wages increased 3 cents per hour
General Transport:				
Coal carters	Quebec, Que	70		Wages increased $3 00 per week
Coal handlers	Montreal, Que	140	Aug.	Wages increased 2½ cents per hour
Civic Employees:				
Civic firemen	Brantford, Ont	12	Aug. 1	Wages increased 10– 25 cents per day as follows: First Year; Second Year; Third Year; Fourth Year; Foreman; Asst. Foreman

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Estimated Rate of Wages per Week		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about.
Before Change.	After Change.	Before Change.	After Change.	Increase.	Decrease	Increase	Decrease	
$9.60	$10.20	60	60	.60	.....	.....	.....	By voluntary concession to men of over 3 years continuous service.
.....	.....	.....	.....	.....	.....	.....	.....	By agreement for three yrs. after conferences.‡
10.80	$12.00	60	60	$1.20	.....			
12.00	13.20	60	60	$1.20	.....	.....	.....	
12.90	14.10	60	60	1.20				
11.40	12.90							
12.90	14.10	60	60	$1.20				
10.80	12.00	60	60	1.20				
10.80	12.00	60	60	1.20				
12.00	13.50	.....	.....	1.50	.....	.....	.....	By voluntary concession
$15.00‡	$17.50‡	60	60	$2.50	.....	.....	.....	By three years' agreement drawn up after conferences between Company and employees.
.....	.....	56	56	1.68–2.80	.....	.....	.....	
.....	.....	56	56					
.....	.....	56	56					
.....	.....	56	56					
.....	.....	56	56	1.68				
$15.00	$18.00	60	60	$3.00	.....	.....	.....	On demand of workmen.
†	†	†	†	.....	.....	.....	.....	After a strike.
$9.80	$10.50	.....	.....	.70				
10.50	11.90	.....	.....	1.40				
11.40	12.95	.....	.....	1.55				
12.25	14.00	.....	.....	1.75				
15.75	17.50	.....	.....	1.75				
14.00	15.75			1.75				

‡ The full text of this agreement was printed in the *Labour Gazette* for August 1, 1907, page 211. For statement, re agreement previously in force see *Labour Gazette* for July, 1904, page 71.

‡‡ Approximately.

† Employment irregular.

CHANGES IN RATES OF WAGES AND HOURS

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Civic employees	London, Ont.	18	July 1	Salaries increased as follows:
				OFFICE. 1906. 1907.
				City Clerk $1,700.00 $1,750.00
				Asst. Treasurer 1,100.00 1,200.00
				Clerk, part time 100.00 125.00
				" 65.00 75.00
				City Engineer 2,000.00 2,400.00
				" Assistant 1,100.00 1,200.00
				" Stenographer 312.00 400.00
				Assessment Commissioner 1,700.00 1,750.00
				" " 900.00 960.00
				Clerk in Clerk's Office 300.00 400.00
				Tax Collector 1,350.00 1,500.00
				" Assistant 750.00 800.00
				Auditor 500.00 550.00
				Inspector 900.00 960.00
				" Assistant 650.00 675.00
				Parks' Superintendent 770.00 850.00
				Market Clerk 600.00 650.00
				Janitor 600.00 650.00
Civic Employees	Windsor, Ont	5	July 1	Salaries increased as follows:
				OFFICE. 1906. 1907.
				City Assessor $600 $800
				City Hall Clerk 540 600
				Janitor 660 720
				Plumbing Inspector 600 700
				Sanitary Inspector 600 700
Labourers	Windsor, Ont	10	July 1	Wages increased from $1.50 to $1.75 per day
Miscellaneous:				
Barbers	London, Ont.	38	Aug. 17	Wages increased $1.00 per week, with reduction in percentage of earnings
Unskilled Labour:				
Labourers	Halifax, N. S.	45	July 24	Scale increased from 16 to 17 cents per hour
"	Moncton, N. B	300	Aug. 27	Wages increased 10 cents per day
"	Regina, Sask.	8	"	Wages increased from $2 to $2.25 per day

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES E., No. 20.

OF LABOUR DURING THE THIRD QUARTER OF 1907.

Estimated Rate of Wages per Week		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about.
Before Change.	After Change.	Before Change.	After Change.	Increase.	Decrease	Increase	Decrease	
$9.00	$10.50	54	54	$1.50				
$10.00*	$11.00‡	.....	.....	$1.00	.....	.....	.....	By mediation after a strike.
$9.60	$10.20	60	60	.60	.....	.....	.....	After a strike.
9.00	9.60	60	60	.60	.....	.....	.....	Owing to scarcity of men.
12.00	13.50	.....	.....	1.50	.....	.....	.....	On demand of workmen.

* With 50% of all earnings over $16 per week.
‡ With 50% of all earnings over $17 per week.

Locomotive engineers (200) in the employ of the Michigan Central Railway Company received an increase in wages as follows:—

Passenger engineers, for 100 miles—Large engines, $3.30 to $3.40; medium sized engines, $3.30 to $3.35; small engines, $3.20 to $3.25.

Freight engineers, for 90 miles—Large engines, $3.40 to $3.65; medium sized engines, $3.40 to $3.55; small engines, $3.12 to $3.25.

For all grades of engines in all yards, an advance of 48 cents a day, or from $3.12 to $3.60 for a twelve-hour day.

Transfer engineers at the terminals, $3.50 to $3.75 per day of 12 hours.

On the Michigan,Midland and Petrolia division, an advance of 25 cents a day, or from $3.25 to $3.50.

Passenger service on the St. Clair division, from $3.25 to $3.40.

On work trains—For large engines, from $3.70 to $4; medium sized engines, $3.70 to $3.85; for small engines, $3.50 to $3.65.

Other minor matters were satisfactorily adjusted.

The new schedule is considered satisfactory by the men.

Locomotive firemen (220) in the employ of the same company had their wages advanced as follows, the first figures in each instance being those of the old schedule, the second those of the new one, just granted:

Passenger—Large class, from $2 to $2.05; small, from $1.82 to $1.85.

Freight—Large class, from $2.12 to $2.30; medium, $2.01 to $2.10; small, $1.86 to $1.95.

Three-crew Locals—From $60 to $63 per month.

Work trains—Large, from $2.25 to $2.45; medium, $2.15 to $2.25; small, $2 to $2.10.

Switch engines, per day of twelve hours—From $1.92 to $2.16.

Montrose and Victoria Transfers—From $2 to $2.15 per day.

Michigan, Midland and Petrolia—From $1.85 to $2.

St. Clair Branch, passenger—From $1.85 to $1.95.

Firemen will also get New York Central rates via Suspension Bridge.

Locomotive engineers employed by the Grand Trunk Railway Company, as the result of an investigation conducted by a Board under the Industrial Disputes Act, 1907, received an increase in wages under the terms of a new three years' agreement (5). The agreement involved an increase of about ten per cent., 1,300 men being affected.

Locomotive firemen on the central and western divisions of the Canadian Pacific Railway were granted a new schedule dating from July 1, involving an increase of from 15 to 20 per cent. in wages (6).

Machinists and boilermakers in the employ of the C. P. R. Co., west of Fort William, had their hours reduced from 10 to 9 per day, with a substantial increase in rates of wages, dating from September 1.

At St. Thomas, Ont., 72 employees in the Pere Marquette railway shops had their wages increased 1 to 2 cents per hour according to class.

Freight handlers in the employ of the I. C. R. were granted an increase in wages during August by a Board appointed under the Act respecting Conciliation and Labour, (chap. 96, R. S. C., 1906.) (7) The increase was in addition to an advance which took effect on April 1, by which 47 men were affected.

Machinists employed on the I. C. R. system had their wages advanced.

Street railway employees.—Two very important new agreements, each to last for three years, went into effect on July 1. By one of these, the 1,400 employees of the Toronto Railway Company received an increase of 2 cents an hour (7). By the second agreement, which was not written, but based on a pay roll schedule only, the various employees of the British Columbia Electric Railway Company, Limited, operating in New Westminster, Vancouver and Victoria, B. C., had their wages increased by from 3 to 5 per cent. The change in scale for motormen and conductors was as follows:— (8)

	Old scale per hour.	New scale per hour.
First three months	$.20	$.20
Second six months	21	
Second three months		23
Third three months		25½
Second year	22	26½
Third year	23	27½
Fourth and fifth years	24	28½
Sixth and seventh years	25	29½
Eighth, ninth and tenth years	26	30½
After 10 years	27	31½

At Peterborough, Ont., the employees of over three years continuous service

(5) The report of the Board of Investigation, together with a copy of the agreement was published in the September, 1907, issue of the *Labour Gazette*, at page 292. See also the *Labour Gazette* for August, 1907, page 179.

(6) For the full text of this agreement see the *Labour Gazette* for October, 1907, page 451.

(7) See *Labour Gazette* for August 1907 and September, 1907, at pp. 180 add 289.

(8) For statement re wages of the several classes see accompanying table.

were granted an increase of 10 cents per day.

Six motormen and conductors employed by the Niagara, St. Catharines and Toronto Railway Company for five years or upwards, obtained an increase in wages from 20 to 22½ cents per hour. Four others, of three years or upwards, service, had their wages increased from 18 to 20 cents per hour.

General transport.—Coal carters at Quebec, Que., were granted an increase in wages of $3.00 per week. Workmen engaged in discharging coal from steamers at Montreal had their wages increased 2½ cents per hour.

Civic employees.—Increases were granted during the quarter to civic firemen at Brantford, Ont., and to various officials at London and Windsor, Ont. (9). Labourers in the employment of the municipality at the latter point had their wages increased from $1.50 to $1.75 per day.

Miscellaneous.—Barbers at London, Ont., received an increase in their scale of from $10 to $11 per week; at the same time, an allowance of 50 per cent. on all earnings over $16 per week was reduced to a similar allowance on earnings over $17 per week.

Unskilled labour.—Unskilled labourers at Halifax, N. S., Moncton, N. B., and Regina, Sask., had their wages increased. In the first named city, the scale was advanced from 16 to 17 cents per hour; in the second, from $1.50 to $1.60 per day, and in the third, from $2.00 to $2.25 per day. Forty-five employees were affected in the first instance, 300 in the second and 8 in the third.

(9) For a statement of these increases in detail, see accompanying table.

REPORT OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during October, 1907.

DOMINION REPORTS.

Trade and Navigation Returns.

Tables of the Trade and Navigation of the Dominion of Canada for nine months of the fiscal year ended March 31, 1907. Ottawa, King's Printer, 1907. Pages 579. Price, 50 cents.

THIS report on the trade of Canada during the last fiscal year indicates a continuance of the great prosperity which has prevailed in recent years. During the nine months ending March 31, 1907, the total exports amounted to a value of $205,277,197 being nearly $2,000,000 greater than during the whole year which ended on June 30, 1905, when the exports amounted to $203,316,872. The total imports for the nine months were to the value of $259,786,007 being over $500,000 greater than for the whole of the fiscal year 1903-1904. The total duty collected in the nine months was $40,290,171.70, compared with $46,671,101.18 in 1905-1906, and $42,024,339.92 in 1904-1905.

Post Office Department.

Report of the Postmaster General for the nine months ended March 31, 1907. Ottawa, King's Printer, 1907. Pages, 579. Price, 30 cents.

During the nine months ended March 31, 1907, the Report of the Postmaster-General shows that there was an increase of 236 in the number of post offices in Canada. The gross revenue for this period amounted to $6,535,093.18, and the expenditure was $5,452,791,59, leaving a surplus of $1,082,301.59. The increase in the number of letters carried, estimated for a year on the basis of the nine fiscal months was 40,451,000, as compared with 38,103,000 in the previous fiscal year. The returns of the post office savings banks indicate an increase in the number and amount of deposits compared with the corresponding nine months of the previous fiscal year, and an increase in the balance due depositors on March 31, 1907 compared with March 31, 1906. The number of deposits during these periods increased from 178,767 to 186,916, and the amount of deposits from $8,206,918, to $8,803,233. On March 31, 1906 the balance due depositors was $45,099,134.34, and on March

31, 1907, the balance amounted to $47,452,957.75.

Statistics of Insurance.

Report of the Superintendent of Insurance of the Dominion of Canada for the year ended December 31, 1906. Ottawa, King's Printer, 1907. Pages, 156.

The following statistics are given in the Report of the Superintendent of Insurance of Canada for 1906. The total amount paid for losses by fire insurance companies during the year was $6,584,291, and the total premiums amounted to $14,687,693, the ratio of losses to premiums being 44.83 per cent. compared with 42 per cent. in 1905, and 66.32 per cent. during the past thirty-eight years. British companies received from premiums $8,601,374, Canadian companies $3,179,319, and American companies $2,907,270. There are at present 133 companies under the supervision of the office of the Superintendent of Insurance. Of these 54 carry on life insurance, as well as 4 doing life insurance on the assessment plan, 47 conduct fire insurance, 20 sickness insurance, 18 accident insurance, 10 guarantee insurance, and the remaining 27 carry on insurance, of various kinds. The total amount of premiums received in Canada for all forms of insurance was $41,769,055, of which $20,611,764 was received by Canadian companies, $11,112,715 by British companies, and $10,044,576 by American companies.

BRITISH REPORTS.

Conciliation in Trade Disputes.

Sixth Report of the Board of Trade of Proceedings under the Conciliation (Trade Disputes) Act, 1896. 1905–1907. London, Eyre and Spottiswoode, 1907. Pages, 110. Price, 5½d.

The Sixth Report of the British Board of Trade on the proceedings taken under the Conciliation Act of 1896, states that there were 51 cases dealt with from July 1, 1905, to June 30, 1907. Of these, 45 were settled under the Act. Since August, 1896 to June, 1907, there were 232 cases dealt with, of which 168 were settled under the Act. Joint applications for the mediation of the Board of Trade were made in 140 cases, applications from workpeople only in 60 cases, and from employers only in 22 cases. In the last two years joint applications were received in 90 per cent. of the cases. Of the 51 disputes which came under the Act, 14 were in the building trades, 13 in the boot and shoe trade, 7 in metal engineering and shipbuilding, 4 in mining and quarrying and 6 in other trades. Attention is drawn to the fact that clauses exist in 60 trade agreements between employers and employees, providing that application shall be made to the Board of Trade for the appointment of an arbitrator, umpire or conciliator, in the event of the Conciliation Board or other conciliatory agency failing to effect a settlement.

Strikes and Lockouts in Great Britain.

Report on strikes and Lock-outs and on Conciliation and Arbitration Boards in the United Kingdom, in 1906. London: Wyman and Sons, 1907. Pages, 152. Price, 8d.

The report on strikes and lockouts in the United Kingdom for 1906 states that the number of workpeople affected during that year was 217,773. This is considerably higher than the average of the previous ten years which was 178,494. The loss of time in working days amounted to 3,028,816 in 1906, compared with 2,470,189 in 1905. The average for the quinquennial period 1901 to 1905 was 2,783,000 working days, but for the preceding quinquennial period, 1896 to 1900 the average yearly loss of time was 7,010,000 days. In each of the past five years the industry principally involved in trade disputes was that of coal mining. In this branch of industry there were 81,550 employees affected in 1906, and in the previous year, 40,448 out of 93,503 persons were employed in coal mines. Excluding agricultural labourers and seamen, only 2.2 per cent. of all the workpeople employed in industries and trades were affected by disputes during the year. The amount of working time lost was only equivalent to about one third of a day per head of the working population.

Friendly Societies.

Reports of the Chief Registrar of Friendly Societies for the year ending 31st December, 1906. Part A. London, Eyre and Spottiswoode, Pages, 197. Price 1s., 7d.

The growth of Friendly Societies in Great Britain and Ireland is shown in the Report of the Chief Registrar for 1906. Returns were received during the year from 45 societies, having a total membership of 7,884,307, an increase of 435,000 members compared with the previous year. The income of these societies exceeds £3,397,000 sterling a year, and their accumulated funds amount to £8,469,000. In 1906, 249 new branches of friendly orders were registered, as against 348 in 1905. Of the new branches 119, or 48 per cent. were registered by two temperance orders.

Building Societies.

Twelfth Annual Report by the Chief Registrar of Friendly Societies of the Proceedings of the Registrars under the Building Societies Acts; with an Abstract of the Annual Accounts and Statements of Societies for the year, 1906. Part 1. Report, London; Wyman and Sons, 1907. Pages, 21. Price, 2½d.

The twelfth Annual Report on Building Societies in Great Britain and Ireland, states that during 1906, 31 new societies were formed, an increase of 6 over the previous year. There were received 1,999 returns for the year 1905, showing a total membership of 612,424 as compared with 609,785 members in 2,075 societies in 1904. The total receipts increased from £38,729,009 to £43,219,548. The number of societies making advances to borrowers on mortgage security diminished from 1,632 in 1904 to 1,558 in 1905. It is pointed out that the larger Friendly Societies, especially co-operative societies, and life assurance companies are entering into competition with the building societies, in offering facilities to their members for becoming owners of their own houses.

Industrial Conditions in Mines and Quarries.

Mines and Quarries: General Report and Statistics for 1906. Part II.—Labour. London; Wyman and Sons, 1907. Pages, 115. Price, 8d.

In the report on labour in mines and quarries in Great Britain and Ireland during 1906, it is stated that in this industry there were employed 1,004,092 persons, of whom 912,576 were employed in or about mines, and 91,516 in or about quarries. In the mines there was an increase of 18,965 males working underground compared with the preceding year, and an increase of 6,554 males and a decrease of 467 females working above ground. There were altogether 5,687 females working at the mines, 94.7 per cent. of the increase of employees occurred at coal mines. With regard to the fatal accidents in mines, the statistics covering the last 35 years show a steady diminishment of the dangers attending the work of mining, the rate of fatalities per 1,000 employees having been over 2 in 1873, and 1.291 in 1906. This decrease was largely among those working underground.

NEW ZEALAND REPORT.

Industrial Conditions in New Zealand

Sixteenth Annual Report of the Department of Labour, New Zealand, 1907. Wellington; Government Printer, 1907. Pages, 141. Price, 2s., 6d.

The Sixteenth Annual Report of the Department of Labour of New Zealand, covering the year from April 1, 1906 to March 31, 1907, states that this period was one of exceptional prosperity in New Zealand. The number of factories increased from 9,881 in 1906, to 10,788 in 1907, and the factory workers from 70,403 to 75,310. There was activity in all the trades except in the making of saddlery and harness, dullness in this industry being attributed to the extension of the street railway systems,and the introduction of motor cars and cycles. In the course of the year 7,393 persons were assisted by the Department in procuring employment, and 146 wives with their families were forwarded to their husbands. There were 679 accidents in factories, of which 16 were fatal, being an average of one fatal accident to 5,000 employees. During the year ending December 31, 1906, there were 406 cases presented for settlement under the Industrial Conciliation and Arbitration Act. Two strikes occurred in New Zealand in violation of this act. One concerned the employees of the Auckland

Electric Tramway Company, who stopped work on the dismissal of two conductors. This dispute lasted less than half a day. The company was subsequently fined for dismissing men without notice, and the men were fined for taking part in a strike. The other dispute began with a strike of slaughtermen near Wellington who went on strike for an increased rate of pay, after the expiry of an industrial agreement under which they had been working. When application was made for the enforcement of the Act against the men, the application was dismissed on account of a flaw in the original agreement. The strike then spread to other places, where work was carried on under other agreements, and in these districts the men were fined £5 each for having aided and abetted a strike. This dispute brought up the question whether the Arbitration Court could punish men by imprisonment if the fines inflicted on them by the Court were left unpaid.

UNITED STATES REPORTS.

Wages and Hours of Labour and Prices of Food.

Bulletin of the Bureau of Labour, No. 71, July, 1907. Washington, D. C. Government Printing Office, 1907 Page, 408.

A report of the United States Bureau of Labour recently issued, contains the results of an investigation as to ways and hours of labour in 4,034 establishments in the principal manufacturing and mechanical industries of the United States during the years 1905 and 1906. Combined with statistics in previous reports, comparative tables are given for the years from 1890 to 1906, inclusive. It is stated that in 1906, the average wages per hour in these industries were 4.5 per cent. higher than in 1905, and the regular hour of labour per week were 0.5 per cent. lower, while the number of employees was 7 per cent. greater. In order to estimate the purchasing power of wages, an inquiry was made with regard to the retail prices of food, towards which go nearly half of the expenditures for all purposes in a workingman's family,and it was found that compared with 1905, these prices were 2.9 per cent. higher, when estimated according to consumption in representative workingmen's families. As the rise in wages was proportionately greater, it was estimated that a full week's wages in 1906 would purchase 1 per cent. more food than a full week's wages in 1905.

The Coal Industry in Illinois.

Twenty-fifth Annual Coal Report of the Illinois Bureau of Labour Statistics, 1906. Also, the Eighth Annual Report of the Illinois Free Employment Offices for the year ended September 30, 1906. Springfield, Ill., State Printers, 1907. Pages, 527.

The Report on the coal industry of Illinois for 1906 contains some interesting facts with reference to its development in the last twenty-five years. In that period the production of coal in Illinois has increased from 11,017,069 to 38,317,581 tons, and the number of employees from 20,290 to 62,283. Concurrently with this development, the conditions of the miners have greatly improved. The greatest advance has been in the last ten years, during which period a uniform working day of eight hours has been generally established, and wages have increased in many places over 100 per cent. Much of the friction in the relations between employers and employees in mines has been removed by the abolition of the 'truck' system, the adoption of the gross weight plan in paying for coal mined and the introduction of the system of paying wages semi-monthly.

OTHER REPORTS RECEIVED.

Canada.—Geological Survey of Canada. Report on the Cascade Coal Basin, Alberta, by D. B. Dowling, B. A., Sc.

Report, returns and statistics of the Inland Revenues of the Dominion of Canada, for the nine months ended March 31, 1907. Part II. Inspection of Weights and Measures, Gas and Electric Light.

Report of the Select Standing Committee on Agriculture and Colonization, Third Session, Tenth Parliament, 1906-7.

Manitoba.—Journals and Sessional, Papers, Legislative Assembly of Manitoba, 1907.

Great Britain.—Report from the Select Committee on Home Work; together

with the Proceedings of the Committee, Minutes of Evidence, and Appendix.

Eleventh Abstract of Labour Statistics of the United Kingdom, 1905-1906.

Thirty-Fifth Annual Report of the Local Government Board, 1905-06. Supplement containing the report of the the Medical Officer for 1905-06.

New South Wales.—The Industrial Arbitration Reports and Records, Vol. VI. Part 2. 1907.

United States.—Acreage of Nebraska Crops, 1907. Surplus commodities of Nebraska, 1906. Orchard Statistics, 1907. Bulletin No. 11, Nebraska Bureau of Labor and Industrial Statistics.

Belgium. — Rapport sur les Unions Professionnelles pendant les années 1902 1904.

Annuaire de la Législation du Travail. Tables décennales des Volumes I à X 1897-1906.

Monographies Industrielles. Groupe IV. Fabrication et Travail de Verre.

Italy.—Atti della Pontificia Accademia Romana dei Nuovi Lincei compilati dal Segretario. Anno LX 1906-1907.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

SUPREME COURT CASES.

Judgment for Damages Confirmed.

The Supreme Court of Canada recently disposed of an appeal in an action brought to recover damages for personal injuries sustained by plaintiff while in the employ of a sub-contractor under defendant.

Defendant, appellant, a contractor for the construction of a portion of the Lake St. John Railway, let a section of his work near La Tuque to a sub-contractor for earth and rock excavation. Plaintiff, respondent, an experienced miner, was employed by the sub-contractor to do the blasting of a thin layer of rock, and in setting off a series of blasts lighted the fuses with torches made of bark, instead of making use of a heated bar of iron provided for that purpose. Seven mines were thus successfully exploded. In lighting the eighth fuse, plaintiff threw away the torch in close proximity to the ninth fuse, which thereby became ignited without being observed by him. On returning to the mine after the eighth blast had been exploded, the ninth blast exploded and plaintiff received injuries which deprived him of his eyesight. In an action for $10,000 damages brought by him against the contractor, both courts below found the contractor at fault in failing to supply electrical apparatus for setting off the mines, and also that plaintiff was guilty of contributory negligence, and, according to the rule as to common fault prevailing in the Province of Quebec, divided the damages assessed and awarded $2,000 to the plaintiff, respondent. Appellant claimed that the plaintiff's negligence was the sole cause of the disaster, and, in any event, that the plaintiff was not employed by him, and that he could not be held responsible.

The Court dismissed the appeal with costs.)

(Paquet v. Dufour; 17th October, 1907; Supreme Court.)

Quebec Law to Govern.

In the case noted at page 1,057 of the March, 1906, and at page 1,453 of the June, 1907, numbers of the *Labour Gazette*, the Supreme Court of Canada has affirmed the judgments holding that the case must be ruled by the law of the Province of Quebec, where the contract of hiring was made, and not by that of the Province of New Brunswick, where the accident happened.

(Logan v. Lee, 17th October, 1907; Supreme Court.)

QUEBEC CASES.

Restraint of Trade.

A very important judgment affecting the relations between employer and employee was recently rendered in the Superior Court at Montreal, in an action resulting from the journeymen plaster-

ers' strike of 1905. At the beginning of June, in that year the Journeymen Plasterers' Union notified the Master Plasterers' Association of Montreal, that on and from July 3rd, its members would no longer consent to work for the then accepted price of thirty-three and one-third cents per hour, but that they would insist upon their wages being advanced to forty cents per hour for a nine hour day's work. As a result, the master plasterers signed an agreement for their mutual protection, one of the clauses of which was as follows:—

"The subscribers and each of them severally, bind themselves to pay into a fund, as liquidated damages, for the violation of any clause in the present agreement the sum of $500. As an admission of said liability and to secure the prompt payment of said damages, each of the said subscribers shall give a note bearing date not later than July 10, 1905."

Among the members of the Master Plasterers' Association who signed this agreement were Knott & Gardner, the defendants, and they duly gave their note as above mentioned. The journeymen plasterers went on strike in the middle of September. Defendants thereupon broke their engagement, and yielded to the strikers' demands by paying their men forty cents an hour. On being informed of the action taken by defendants, the Association decided that these members should be made to pay the penalty of $500 agreed upon, and on September 28th, 1905, the present action based upon the promissory note signed by them was instituted by the three trustees for the Association. Defendants resisted the action, one of their principal pleas being that by their present action the plaintiffs seek to have the Court enforce and sanction an agreement which is, in effect, an illegal conspiracy to repress and restrain the free exercise of contract and the right to procure such services and pay such wages as a legal freedom of contract would allow, and that the said agreement, and particularly the specific clauses referred to are unjust and oppressive and constitute an attempt to create a trust or combine prohibited by law.

Before dealing with the main question as to whether the coalition or combination of the master plasterers is an unlawful one under the circumstances of the case, the trial judge took up this other question: Was the action of the strikers a lawful one? He remarked: "It is as clear as the sun's light at noonday, that if the journeymen plasterers were not violating any law in forming a coalition or combine in order to secure advanced wages, their employers could not possibly be guilty of any wrong, either private or public in clubbing together for the purpose of resisting their demand, and by the same means of protecting themselves against loss." On the question of strikes the Court pointed out that formerly the fact of forming a combination for the purpose of raising the price of labour was held to be a conspiracy, punishable by law; but times have changed, notions more humane and more in accord with real justice have prevailed, and now in all civilized countries workingmen are permitted to unite together for their mutual protection, and legislation has intervened to sanction such rights. His Lordship then added: "It being shown that the journeymen were doing nothing but that which they had a right to do in joining together for the purpose of obtaining an increase of wages, the most rigid logic ought, in my opinion, to bring us to the conclusion that if the action of the employees was lawful in making such a demand, that of the employers was equally lawful, when it is shown that all they did was simply to club together in order more effectually to oppose it." After quoting authorities in support of his opinion, the learned Judge examined the question of the validity of the penal clause included in the master plasterers' agreement, and came to the conclusion that it must stand good. He pointed out that defendants never withdrew from the coalition, never notified their co-subscribers that they had changed their minds, and never demanded back their promissory note. Without giving notice to any one, without a word of warning, they simply yielded to the demands of the strikers. Under these circumstances the Court held it to be clear that defendants thereby rendered themselves liable, and that they sub-

mitted to the obligation of paying the penalty which was to be the price of their defection. The note was given to represent liquidated damages; the evidence showed that the damages suffered by the members of the Association by reason of defendants' defection were far in excess of the amount of the penalty, and the action was maintained for the full amount of $500 with interest and costs.

(Lefebvre v. Knott *et al.*; 11th October, 1907; St. Pierre, J.)

Damages Due to a Defective Scaffold.

In the Superior Court at Montreal, judgment was rendered recently in an action for damages for personal injuries sustained by plaintiff in the course of his employment by defendant, owing to the collapse of a defective scaffold. Plaintiff's duties consisted in carrying bricks to bricklayers employed by defendant in the erection of a house, and he was so engaged when the accident happened. The evidence went to show that the defendant had been warned to make the scaffold stronger, but the Court based its judgment on the now generally accepted principle, that employers must be held responsible for accidents resulting from failure on their part to have their advice or orders for the safety of their men duly carried out. In the present case defendant did not see that his recommendation was obeyed, and he was held responsible. There was, however, contributory negligence on the part of plaintiff, and for that reason judgment in his favour for $65 only.

(Lamarche v. Tremblay; 22nd October, 1907; Martineau, J.)

Drunkenness while in Charge of Train.

Adelard Maheux, a conductor, formerly in the employ of the Canadian Northern Quebec Railway, was found guilty at the Court of Sessions at Montreal of having been drunk while on duty in charge of a freight train. He was sentenced to one month's imprisionment.

(Rex v. Maheux; 22nd October, 1907; Choquet, J.)

Decision under the Alien Labour Act.

Judgment was recently rendered in the Court of Special Sessions at Montreal in two important cases arising under the Alien Labour Act. By that Act any person or corporation who brings into Canada any alien to perform labour or service of any kind in Canada, or who knowingly assists or encourages or solicits the importation of any alien for such purpose, is liable to pay a fine not exceeding one thousand dollars, and not less than fifty dollars. Two prosecutions for infraction of this law were instituted before the Court of Special Sessions by Gustave Francq, President of the Trades and Labour Council, and seven actions for penalties of one thousand dollars each were instituted by the same complainant in the Superior Court against the Dominion Car & Foundry Company, Limited, and its officers.

The Company pleaded that the establishment of a plant for building steel cars was a new industry not hitherto established in Canada, and that skilled labour for such industry could not be obtained in Canada and that therefore, under the provisions of clause (b) of Section 9 of the Act, they were exempted from the provisions of the Act and obliged for the prosecution of such industry to bring skilled steel car builders from the United States.

After reserving his decision for some time Judge Choquet maintained the position of the defence, and held that the manufacture of steel cars was a new industry in Canada and that the defendants had advertised in the Montreal newspapers for, and had made enquiries through their officers, to obtain skilled labour for this purpose, without avail. The learned judge held that while the importation and employment of aliens was prohibited for the protection of the Canadian workingman, the application of the Act could not be pressed so far as to cripple any new industry established in Canada requiring the employment of skilled labour, and that it was not shown that any Canadian workingman skilled in this work had been prevented or deprived from obtaining employment.

(Francq v. Dominion Car & Foundry Co.; 25th September, 1907; Choquet, J.)

Actor Loses Suit for Wrongful Dismissal.

Plaintiff sued for $420 for balance of salary and cost of transportation on his

return trip to France. He is an actor and brought suit under a deed of agreement, made in Paris on the 14th August, 1906, whereby he contracted with defendant for an engagement of three months at the Theatre des Nouveautes, in the City of Montreal, at a salary of 1,800 francs per month. This contract was extended later on until the 2nd May, 1907. Plaintiff alleged that on the 6th April, 1907, defendants dismissed him without just cause, and that until the expiration of his agreement, he was always at the defendants' disposal, ready to fulfil his engagement. Defendants pleaded, invoking the terms of the contract, which they said plaintiff violated in two respects: 1st. He refused to perform in the leading part of a play called "La Tosca", which was in his repertoire, and 2nd, he violated the rules of the management, which he was bound to adhere to, by smoking in the theatre against the distinct prohibition of the regulations. As to the second ground the Court disposed of it at once. Plaintiff did smoke against the rules, but everyone smoked. Defendants tolerated this abuse until the institution of this action, and in the opinion of the Court only pleaded plaintiff's disobedience as an after-thought. Dealing with the first ground of defence, the Court found that plaintiff signed an agreement in which he gave defendants to understand that the play of "La Tosca" was one in which he was proficient. He was getting a very high salary, and this justified defendants in the belief that he was competent and ready to take the leading role in the play. The Court held that the evidence on this point was conclusive; indeed the proof went to establish that in the early part of his engagement plaintiff spoke of the leading role as belonging to him. In March the management decided to put "La Tosca" on the boards for the 8th of April last. Plaintiff, on the 21st March, when made aware of this, wrote a letter to defendants stating that he had not played the leading role in the play, which had been assigned to him that of "Baron Scarpia; that he had taken the character of "Marquis Attavante" par complaisance; that he did not know the Baron's part but would learn it for the 15th April, instead of the 8th, as announced. To this letter defendants made no reply. Again, on the 29th March, he wrote confirming the letter of the 21st, offering to play the part of the "Marquis" on the 8th, or to take the "Baron's" part, if sufficient time were given him, according to the terms of his agreement. Defendants did not answer this letter, and taking advantage of the writing between the parties dismissed the plaintiff. The Court proceeded to say that the contract between the plaintiff and defendants could not well be more one-sided than it was in many of its provisions, but plaintiff agreed to it, and is bound by it. Defendants adhere to the terms agreed upon. There was no obligation on the part of defendants to take any notice of the letters of plaintiff, although it seemed harsh that the dismissal should have taken place as it did. Plaintiff had placed "La Tosca' in his repertoire as one of the plays in which he was ready. By article of his engagement it was stipulated that an artist taking employment with a repertoire of roles, he was not ready to play, incurred immediate dismissal, and article 26 reiterated this stipulation. Plaintiff's offer to play a secondary role in the piece cannot avail him. He was the leading artist and when, amongst other plays, he gave "La Tosca" as being in his repertoire, he led defendants to believe that he could fill the leading part. The letter of the contract, and the weight of evidence being against the plaintiff, his action was dismissed with costs.

(Lasalle v. La Compagnie des Théâtres de Montréal; 25th October, 1907; Curran, J.)

Verdict in a Damage Suit.

In the Superior Court at Montreal an action was brought by one Pierre Francoeur against the defendants to recover $1,000 damages for a fractured leg. Plaintiff had been moving car wheels in the Angus Shops, and in a fall there a wheel dropped on and broke his leg. He claimed that the accident was due to improper flooring, and entered suit, the case occupying several days before a judge and a special jury, con-

sisting of a number of the leading French and English contractors and business men of the city.

The jury brought in a verdict in the form of answers to a series of questions submitted. These were as follows:

1. Was the accident to the plaintiff entirely, or in part due to the negligence of the defendant, and if so, in what does the negligence consist? To this the answer was in the negative.

2. Was the accident entirely or in part due to the plaintiff's own fault or negligence, and if so, in what did his negligence consist? To this the jury unanimously replied that the accident was not due to the plaintiff's fault but was entirely due to *force majeure*.

In consequence of this finding no answer was made to the question as to whether the plaintiff had suffered any damage in consequence of the accident. The result as it stands is in favour of defendants. It is understood that the case will be taken further by plaintiff.

(Francoeur v. C. P. R.; St. Pierre, J.; 14th September 1907.)

Plaintiff Secures Verdict after Third Trial of Action.

Upon the third trial of her action, Dame Valerie Pelletier, recently succeeded in obtaining an indemnity of $1,200, for the loss of her husband, Theophile Emond, labourer, who met his death on March 25th, 1905, from injuries sustained on February 10th, previous, while working for defendant on the construction of a building in the City of Montreal. At two previous trials of the action there were disagreements of the jury on various points. It appeared from the proof made that plaintiff's husband was fatally injured while in the act of hoisting mouldings from the ground floor to the second storey. In this he was assisted by another labourer, both men standing on a platform about six feet from the floor. This platform was constructed in the way of the open shaft destined to receive the staircase, and beneath was an opening which led to the basement. The hoisting was done by means of a rope and pulley, the wood being placed in a sling and then sent up. As the two men were proceeding with their work, the bundle struck a plank, placed across the opening at the second storey, with the result that some of the mouldings slipped out of the sling and one struck Emond on the head, knocking him off the platform into the basement, sixteen feet below. The result was that Emond had his skull crushed and died in the hospital about six weeks afterwards from the result of his injuries.

Plaintiff claimed that the accident was due to the negligence of the defendant or his employees, particularly in placing the men in a dangerous position to do the hoisting. She contended that the platform on which they stood was too narrow, and that it should not have been constructed over the opening leading to the basement.

Defendant pleaded that the platform was of sufficient area for the men to safely work upon, and that the accident was not due to any neglect or carelessness on his part or on that of his employees, but to the recklessness of Emond himself in continuing to hoist when he saw the mouldings were slipping out of the sling.

The jury, however, held that Emond's death was caused by the sole fault and negligence of defendant and his employees and that Emond was not to blame, and assessed the damages at $1,000. for Mrs. Emond, and at $200 for her minor daughter, in all $1,200.

(Pelletier v. Forde; 27th September, 1907; Guerin, J.)

Action for Damages for Loss of Thumb.

Plaintiff brought his action to recover $500 damages from defendants, alleged to have been sustained by the loss of the thumb of his right hand while operating a buzz planer in the factory of defendants. Plaintiff alleged that he was not accustomed to working this class of machine, and had not been given any instructions regarding its working by the foreman or warned of the danger. Defendants pleaded that plaintiff had never been ordered to work the planer, and that he did so without having received orders from the foreman. If he had suffered damages they were due to his own negligence and fault. A special jury, before which the case was tried, found in

favour of the defence and the action was dismissed.

(Rosen v. William Rutherford & Sons, Ltd.; 19th September, 1907; Archibald, J.)

Judgment Confirmed in Review.

In the case noted at page 926, of the February, 1907, number of the *Labour Gazette*, the verdict and judgment at the trial in plaintiff's favour were confirmed by the Court of Review, to which Court the case had been taken by way of appeal by defendants.

(Wilson v. G. T. R., 30th September 1907. Court of Review.)

Appeal in Damage Action Dismissed.

Plaintiff brought suit against defendant to recover damages for personal injuries sustained by him while in the employment of defendants, claiming $1,999 as indemnity.

Plaintiff was first employed in the manufactory of defendant on the 21st of March, 1905, and was taken as an apprentice, and was immediately put to learn how to run an embossing machine, and on the 28th day of March following, in the morning shortly after he had commenced work, his right hand was caught in the machine between the plates, and several fingers were crushed, necessitating amputation.

At the trial plaintiff was awarded the sum of $500 damages, the trial Judge (Mathieu, J.) finding defendants at fault in the following particulars:

1st. That the plaintiff, being without experience in the operation of the press, and having followed instructions received from defendant's employees, was exposed to having his fingers caught between the two plates, as actually happened.

2nd. That these plates, when open, only have a distance of about three inches one from the other; the press was a dangerous press.

3rd. That the press ought to have been equipped with some mechanism or apparatus so that a card might be put in on the lower plate, without the workman being obliged to push it in with his fingers, as was customary, or it ought to have been arranged in a manner so that it might be operated more slowly.

4th. That defendant s employees do not appear to have sufficiently superintended the first work of plaintiff, and did not protect him as they should have against his own inexperience.

Defendant appealed to the Court of Appeals, which has confirmed the trial judgment.

(Hickman v. Union Card & Paper Co., Ltd. 30th October, 1907.)

Damages for Death of a Street Car Conductor.

Plaintiff sued to recover $10,000 damages for the death of her husband, who, while in the employ of the company as a conductor, a d in the performance of his duty, was killed. He was in charge of an open car, with footboards on the sides. At a certain part of its tracks on Notre Dame Street, the company was re-laying the road bed and a temporary track was laid immediately beside the curb-stone. Plaintiff s husband, about the middle of the afternoon, went out upon the foot-board to collect some fares, when his head came into collision with a post on the side-walk, and he was instantly killed. Defendant pleaded that deceased was familiar with the route; that he knew the exact location of the posts near the temporary track; that he had been specially warned about the locality, particularly by the watchman a moment or two before the accident. The evidence showed that deceased was on his third trip only over the track when killed. The trial Court found the defendant at fault, and that the car was travelling too rapidly, and that there was no fault on the part of deceased. Judgment went in favour of plaintiff for $6,000 damages for herself and child.

Defendant appealed to the Court of Appeals, which confirmed the trial judgment.

(Pelodeau v. Montreal Street R'y Co.; 30th October, 1907.)

Obligation to the Public.

In the case noted at page 1,454 of the June number of the *Labour Gazette*, on an appeal taken by the Eastern Townships Bank, the Court of Appeals recently confirmed the judgment at the trial.

(Collet v. E. T. Bank, *et al*, 30th October, 1907.)

Trainmen Committed for Trial on Manslaughter Charge.

On a charge of manslaughter, brakeman Clarence Howell, Operator Loyal Sheets and Operator Laris Stata, all of the G. T. R., will come up for trial during the next term of the Court of King's Bench. A charge of manslaughter was laid against the three accused as a result of evidence produced at the Coroner's inquest into the case of brakeman Robinson, whose death resulted from injuries received in a rear-end collision between two freight trains near Vaudreuil on 18th September last. Evidence given before the Coroner went to show that Operator Sheets, of St. Dominique, should have detained at his station the freight train which caused the collision, instead of allowing it to proceed to Vaudreuil, where it caught up with and ran into the train in front. It also appeared that Operator Stata, at Vaudreuil, had opened the semaphore and given passage to the second train sooner than the regulations allowed, and that brakeman Howell, of the front train, had not protected its rear by placing torpedoes on the track.

The accused were committed for trial by the Police Magistrate.

(Rex v. Howell *et al*, 25th October, 1907, Lafontaine, J.)

ONTARIO CASES. *

Railway Switchman Acquitted of Criminal Negligence.

George Smuck, a switchman on the Grand Trunk Railway, who was committed for trial by the Police Magistrate at Brantford on the charge that he unlawfully neglected his duty on the 22nd of December, 1906, thereby causing the death of J. N. Dyment, a trainman, has been honorably acquitted by the County Judge at Brantford.

On the date in question engine 359 and an attached caboose were standing in a light cut, when a freight train, which had been stalled, came crashing into the caboose. In the engine were the engineer and Dyment, his fireman. The latter was killed by being crushed between the boiler of the engine and the tender.

At the Coroner's inquest the following verdict was brought in:—"We find that James Dyment came to his death in a collision in the Grand Trunk yards on Saturday morning, December 22, and that same was caused by partial negligence of Switchman Smuck in failing to put up semaphore, but we are of the opinion, in view of divisional orders issued, that no train had right to enter the yards without lantern signals from Smuck, which were not given by him; and we are also of opinion that Engineer Yapp mistook the 'come-ahead' signal of Conductor Tree, further west in the yards, for that of Smuck."

In the course of operations Conductor Tree gave two signals, one was a back-up for Dyer on train 422 to reverse his engine out of Ryerson's siding, the other was a go-ahead for him to proceed up the yard. The latter signal was the one which was said to have been misinterpreted as one from Smuck.

Before the County Judge it was shown that the wreck was due to misinterpretation of this signal and the accused was acquitted.

(Rex v. Smuck; 24th September, 1907; Hardy, Co. J.)

Railway Engine Driver Found Guilty of Violating Rules.

M. B. Reid, the engineer on the fruit special which collided with the regular from Guelph to Hamilton in September, 1906, causing the death of three persons, was tried at the last Assizes at Guelph.

The case arose out of the same collision for which conductor Thompson was tried, convicted and afterwards pardoned, See p. 1451 of the June number and p. 242 of the August number of the *Labour Gazette*.

The defendant gave evidence in his own behalf. He described his engine as a dilapidated one, and it was the trouble he experienced with it which

* In the first seven cases dealt with under this heading, a review is given in the more important prosecutions that have recently been instituted against railway employees in connection with railway disasters in Canada. See also the final case dealt with under the heading "Quebec Cases" above. For representations made in this connection by railway labour organizations to the Attorney General of Ontario, see the *Labour Gazette* for October, 1907, p. 356.

caused him to overun Hespeler which he confessed he passed without seeing, as also Preston. He would have stopped at Hespeler, but at the time was putting oil in the lubricator, the pipe being broken.

In the result the defendant was convicted upon the second count of the indictment, which charged him with breaking the rules of the road, by which it was defendant's duty to keep his train clear of a passenger train, keep out of its way and be clear by five minutes.

The defendant was sentenced to nine months imprisonment. In sentencing the defendant the Judge remarked that he had carefully considered the case, and as a breach of the law had been committed there was only one thing to be done and that was to punish the accused. It had been his first intention to give the accused one year but on consideration of his having lost considerable time from his injuries, suffered both mentally and physically and lost his position, he thought that nine months would be a sufficient term of imprisonment.

(Rex v. Reid; 19th September, 1907; Anglin, J.)

Railway Telegraph Operator Sent to Jail for Being Drunk While on Duty.

A. J. Ryan, night operator on the C. P. R. at Vankleek Hill, on the night of September 18th held the midnight train for half an hour over its time. He was badly the worse for liquor and refused the crew of the midnight train orders to leave. He persisted in this attitude, and for half an hour the train was stalled. Before it could leave the day agent at the station had to be hunted up at his home a mile and a half away in the village. He hurried down to the station and straightened matters out, but not before serious trouble had arisen.

Ryan was at once arrested, and on being brought before the Magistrate on the charge of being drunk while on duty in contravention of the rules of the Railway, admitted the charge and was sentenced to jail for six months.

The proceedings were taken under Section 296 of the Railway Act.

(Rex v. Ryan; 19th September, 1907; Thistlethwaite, County Magistrate.)

Railway Conductor Found not Guilty on Charge of Manslaughter.

Conductor J. F. Cook, who was tried at the last Whitby Assizes on a charge of manslaughter in connection with the death of Charles Jones and Harry Howe in the wreck on the C. P. R. at Myrtle on March 25th last, was acquitted by the jury after three hours, deliberation.

The wreck was caused by Cook's train not waiting to cross the train he had received orders to cross at Myrtle, owing, it was alleged, to his negligence in not observing the rules of the Railway laid down for the guidance of its employees.

The presiding judge expressed himself as very much dissatisfied with the verdict.

(Rex v. Cook; 25th September, 1907; MacMahon, J.)

Railway Engineer Found Guilty of Wilful Neglect of Duty.

Murray Stephens, formerly engine driver on the Wabash Railway, was tried at the recent Assizes at St. Thomas on two counts of wilful neglect of duty in failing to stop his train on approaching the diamond crossing east of St. Thomas, where the C. P. R. and Wabash trains collided on August 24th, 1906, killing two people and injuring several others, and was found guilty. It appeared that the semaphores were set against Stephens' train and that he ran past them without paying attention to them, as he was bound to do. In sentencing Stephens to six months in jail the presiding judge stated that he firmly believed that if the Crown had decided to put him on trial on the charge of manslaughter, as was first intended, he would have been convicted on the evidence adduced, if the jury had done its duty. It would therefore have fallen to his lot to impose a much heavier sentence than the present charge called for. While giving the prisoner the full benefit of the plea that he was not alone to blame, he did not think that the full credit for the accident should be placed on the employers of the accused. It should be observed that the railroad officials had asked that the law as to stopping at crossings be lived up to,

and had threatened that failure to obey this law would result in dismissal. Making all allowances for this, the fact could not be overlooked that the law was the put on the statute book to protect people placed in the care of the engineer, and signals had been put up to guard against accidents, but the prisoner had neglected to look at the semaphore and had taken his train, loaded with human lives placed in his care, on to danger at the rate of twenty-five miles an hour. Nothing could justify him in showing such recklessness and lack of responsibility, and he could not be let go with a merely nominal punishment.

(Rex v. Stephens; 9th October, 1907; Meredith C. J.)

Engineer Found Guilty of Failure to Obey Order.

At the recent sittings of the District Court for the District of Rainy River at Kenora, Engineer George Wrighton, was found guilty of neglect of duty with a recommendation to mercy.

The case arose out of the collision at Butler, on the line of the C. P. R., on the 28th of June last, in which thirteen people were killed, consisting of eleven Chinamen and their guard, O'Connor, and one Japanese. Wrighton was in charge of the engine hauling the second section of eastbound express No. 96, when it collided head on with westbound No. 97 with the result indicated.

The evidence showed that two orders had been given to Engineer Wrighton at Raleigh, the first station west of Butler the one annuling the other, and he failed to act on the second, thus causing the accident. The presiding Judge sentenced the prisoner to three month's imprisonment.

(Rex v. Wrighton; 10th October, 1907; Chapple, District Judge.)

Train Crew acquitted on Charge of Manslaughter.

At the Fall Assizes at Parry Sound recently, the charge of manslaughter against Conductor Frederick Graham and Brakeman Archibald Looker and Joseph Albert Lighthall, in causing the death of Fireman Alexander Rochon on the 31st May last was tried, resulting in the acquittal of all the prisoners.

The evidence showed that the accident occurred about a mile and a half west of Beatty's siding on the Canada Atlantic division of the Grand Trunk Railway, and that the westbound train in charge of the prisoners had over-run its orders. At this point there was difficulty in proving the orders by direct evidence, owing to the absence of the night operator at Sprucedale, who received and delivered the orders to Conductor Graham.

Counsel for the prisoners Looker and Lighthall, contended that the production of the stop order to the Coroner by Conductor Graham was not evidence against the brakemen, and that there was no evidence whatever to show they had ever seen or known of the order. The Court sustained this contention, and instructed the jury to find a verdict of acquittal as against Looker and Lighthall, which they did without leaving the box.

The trial of Graham proceeded, but no evidence in defence was offered nor did the prisoner go into the box on his own behalf. The charge of the Judge to the jury was strongly against the accused. After an absence of nearly two hours the jury returned a verdict of "not guilty". In discharging Graham from custody, his Lordship said the jury had taken a very merciful view of the case, and that the prisoner had a very narrow escape from conviction.

(Rex v. Graham *et al.*; 15th October, 1907; Clute, J.)

Sunday Work on Railways.

With the first prosecution of a railway under the new Lord's Day Act, the presiding magistrate has left it to the Dominion Railway Commission to decide what is necessary Sunday work.

The case arose out of the prosecution by the Attorney-General of Ontario, of the Grand Trunk Railway Company, for alleged breach of the Act in moving trains at its York yards on Sunday, April 21st. The railway company broke up some through trains there and sent out some cars of cinders for road repair purposes, and also some empty cattle cars to Stratford.

Evidence was taken before the Ma-

gistrate at East Toronto, and argument was heard upon it.

On behalf of the defence it was contended that the work done was necessary work under the provisions of section 12 of the Act and that under clause (x) of that section the province of determining what was necessary Sunday work lay, not with the Magistrate, but with the Board of Railway Commissioners of Canada.

The Crown Attorney for the prosecution, while not agreeing that the interpretation of the defence as to necessary work was correct, agreed that it might be advisable to refer the matter to the Railway Commission.

The Magistrate said that in his opinion the defendants had committed a breach of the Act, but he considered the Act too stringent. He agreed to reserve his decision until the matter had been brought before the Railway Board.*

(Rex v. G. T. R. Co.; 19th September, 1907; Ellis, P.M

Picket Found Guilty of Intimidation.

Edward Medcalf was convicted by a jury at the General Sessions for the County of York last month of having intimidated Eugene Guthrie, a non-union machinist employed by the Fairbanks-Morse Company.

Guthrie's evidence was as follows:– "He (defendant) followed me from the works, up and down and along several streets to my home. He called me a scab and a rat, and said if it was after dark he would kill me." Medcalf admitted he was a picket that day under the direction of his Union, and that he followed Guthrie but argued that as a picket he had that right.

In charging the jury, Judge Winchester said:—"Unions are good things in themselves, and are very necessary in this age. Strikes are useful or not. Sometimes they do good and other times they don't, but we have not that to consider in this case. The question is whether Medcalf did persistently follow Guthrie. If he did so, he did wrong. No man has the right to follow another from place to place for the purpose of getting that man to abstain from work. If this thing were allowed, you can understand how seriously it would result. The opprobrious name of scab is something disgraceful to apply to any honest workman. These things, if you believe they were done show a motive. One of the jurors very properly asked if the picket had a right to watch the Fairbanks-Morse factory. They have no right to beset or watch any place, but they have the right to ask information of people going in and coming out and to attempt to persuade them to help in the strike."

(Rex v. Medcalf; 28th September, 1907.)

Case Under Alien Labour Act Dismissed.

In an Alien Labour Law case which came up in the Toronto Police Court recently, Mr. Fred Armstrong was charged with a breach of the law, in that he brought B. M. Johnson, of Philadelphia, to Toronto, to work for W. J. McGuire, Limited, who required men on account of the plumbers' strike. The young man was secured by an agent in the United States, and had his fare paid to Canada.

At the trial counsel for the defence pointed out that the Act made it illegal to make a contract bringing men to Canada but produced a document signed by Johnson, who agreed to come to Toronto without having any employment guaranteed. The document read as follows:—"In reply to an advertisement, I have been informed that there was a strike among the plumbers and steamfitters at the City of Toronto, Canada, and that I could secure employment by applying to the Employers' Association at that point, but that no contract would be made with me by which I would be guaranteed employment. As I am without means, I have been assisted to the extent of having my fare advanced; otherwise I am leaving this city on my own initiative, for the purpose of seeking employment at my trade."

Upon the production of this document, and it appearing that no contract for employment had been made prior to the alien leaving the United States, the

* See reference in opening article of present issue.

Police Magistrate dismissed the case, holding that there was neither an express or implied contract for employment to bring the case within the Act.

(Rex v. Armstrong; 27th September, 1907; Denison, P.M.)

Damages for Injuries in Paper Mill.

At the recent Assizes at Cornwall, Edward Garlough was awarded $900 damages for injuries sustained by his 18 year old son, William, while at work in the defendants' mill at Cornwall. The young man was sent to turn on water, and the alleged premature shooting of a digester caused him to be scalded by the pulps and acids. His arm was injured and it was claimed that his speech was affected.

(Garlough v. Toronto Paper Mfg. Co.; 10th October, 1907; Britton, J.)

Machinist Awarded Damages.

George Capelle, a young machinist, was awarded $500 damages by a jury at the Toronto Assizes recently for the loss of an eye while working for the defendants in their factory at Toronto Junction.

Plaintiff was hammering a steel die into a metal box with a steel hammer when a piece of steel flew up the hammer and hit him in the eye. He claimed that had defendants provided him with a proper hammer the accident would not have occurred.

(Capelle v. Canada Cycle & Motor Co.; 11th October, 1907.)

Charge of Intimidation Against Striker Dismissed.

At the recent Sessions for the County of York held at Toronto, Frederick Dickson, a Union plumber, was put upon his trial on a charge of having attempted to intimidate James Jones, who was employed by one Patterson. Jones said he did not hear the threats which Patterson swore had been made to him. The presiding Judge directed the Jury to return a verdict of not guilty, as the offence upon which the prisoner was charged was not indictable under the Criminal Code.

(Rex v. Dickson; 11th October, 1907; Winchester, Co. J.)

Motorman's Action for Damages Dismissed.

At the recent Hamilton Assizes plaintiff, formerly a motorman in the employ of defendants, brought suit to recover damages for injuries received by him in the course of his employment owing to the alleged negligence of the defendants.

Plaintiff was motorman on a car which collided with the regular car at the gravel pit near Bartonville on November 20, 1906. He claimed that the brakes were defective, and that he was not able to stop the car going down the grade. He also contended that the defendants' officials were negligent in allowing the car to pass near where the accident occurred, because it was dangerous. The defence was that plaintiff was to blame for the accident and for his injuries, because he did not carry out his orders. It was stated that plaintiff went into a hotel at Stony Creek and lost time there, which he was trying to make up when the collision occurred. He was suspended by the company and has never been reinstated. The jury brought in a verdict for defendants.

(Cole v. Hamilton, Grimsby & Beamsville R'way; 14th October, 1907.)

Damages for Loss of an Eye.

At the Hamilton Fall Assizes Joseph McLaughlin was awarded $500 damages for the loss of an eye while at work in the employ of defendants, owing to the alleged negligence of the latter.

(McLaughlin v. Double Use Mitten Co.; 15th October 1907.)

Damages for Maiming of Hand.

Andrew H. Green was awarded $2,000 damages by a jury at the Toronto Assizes against defendants, paper box manufacturers, for the maiming of his right hand. Plaintiff was operating a paper cutting machine when the knife fell and severed two of his fingers. The defence claimed that the plaintiff had been negligent and failed to oil the machine.

(Green v. Kilgour Bros.; 17th October, 1907.)

Striker Fined on a Charge of Trespass.

Edward Buckley, a striking plumber, was fined $10 and costs, or 30 days in

the Police Court at Toronto recently for trespass.

Defendant went to a house where a number of plumbers employed by Fiddes & Hogarth were working. The firm had been warned that the striking plumbers intended to send representatives to get their men to go out. The foreman of the employers went up and found defendant interviewing the plumbers and endeavouring to get them to go out on strike. The warning to trespassers had been torn down.

In sentencing the defendant the Magistrate said: "I am going to stop this sort of thing."

Fruit Grower Fined for "Facing" Baskets of Fruit.

Richard Secord, a Stony Creek fruit grower, was recently fined at Hamilton $5 for offering for sale on the market five baskets of peaches that had been "faced". The fruit was confiscated. The Police Magistrate, in imposing the fine, said he regretted that the law did not empower him to make it more than $1 per basket. It was shown that the large peaches had all been placed on the top of the basket, while the bottom was full of small ones of much poorer quality.

(Rex v. Secord; 30th August, 1907; Jelfs, P. M.)

Adulterating Milk.

On charges laid by the Government Inspector, George Duval, of Talbotville, was fined $30, and costs by the Police Magistrate at St. Thomas for selling watered milk to the Payne's Mill cheese factory, and W. L. Walker, of Lawrence Station, was fined $100 and costs for supplying the West Magdala factory with the watered article.

(Rex v. Duval and Walker; 4th September, 1907; Hunt, P. M.)

Four Binbrook farmers, John E. Laidman, Edward Ramsbury, Edward Laidman and John McEvoy, were recently charged by the Government Inspector with delivering adulterated milk to the Woodburn cheese factory, and their cases were diposed of at Hamilton by the Police Magistrate. Ramsbury and Edward Laidman were each fined $30. and McEvoy and John E. Laidman were each fined $20.

(Rex v. Laidman *et al*; 24th September, 1907; Julfs, P. M,)

William Kelly and William Bogue of Ancaster recently appeared before the Police Magistrate at Hamilton on a charge preferred by the Government Inspector of selling adulterated milk to the Alberton cheese factory; they pleaded guilty and were each fined $25.

(10th October, 1907.)

Union Label.

David Pearlstein, a Hamilton tobacconist, was recently ordered to spend 24 hours in jail and to pay the costs of the motion to commit him for contempt of Court, in disobeying an injunction.

On July 11th last Pearlstein called upon Thomas Murphy, tobacconist, and endeavoured to sell him certain boxes of cigars, but Murphy declined to purchase because they did not bear the Union label. Subsequently Pearlstein returned with the Union label stamp affixed to the cigars and sold them. This was in violation of an injunction of May 15th restraining Pearlstein from using these labels.

(Todd v. Pearlstein; 13th September, 1907; Mulock C. J.)

Fraudulent Labour Agent Convicted of False Pretences and Forgery.

One William Blood was recently charged at Hamilton with obtaining money under false pretences from Thomas Beecroft. Blood represented himself as the agent of the Nipissing Lumber Company, and on the strength of this secured 50 cents from Beecroft and thirteen others as a fee for securing them posisitions with this company.

It was learned later than no person had authority to engage them and a complaint was lodged with the police.

During the hearing of this charge it transpired that Blood had signed the name of T. F. Best, secretary of the local Y. M. C. A. to a certificate of character, which he showed to applicants for jobs as evidence that he was all right. This developed a further charge of forgery, upon which Blood was sub-

sequently tried and convicted. The result was that Blood was sentenced to 18 months in the Central Prison for his misdeeds.

(Rex v. Blood; 10th September, 1907; Jelfs, P. M.)

Damages for Loss of Fingers.

At the last Berlin Assizes, William Spahr was awarded $250 as damages against the New Hamburg Metal & Stamping Co., for the loss of some of his fingers while working at a press in the defendants' factory.

The jury based their verdict upon the ground that plaintiff, an inexperienced man, was set to work at the press without having been given sufficient instruction.

(Spahr v. New Hamburg M. & S. Co.; 26th September, 1907; Anglin, J.)

Duty to Warn Employee of Dangerous Nature of Machine.

Action for damages for injuries sustained by plaintiff while in the employment of defendants, by reason of the negligence of defendants, as alleged. Plaintiff, a lad between 14 and 15 years of age, entered the employment of defendants in May last and on the 19th of June met with an accident while attempting to take a tin plate out of a stamping machine. He lost the ends off three fingers. Plaintiff had no knowledge of machinery of any kind, and was engaged as a helper to any of the other workmen needing help. He was given no instructions how to operate any of the machines, nor was he given any warning as to any of them being dangerous. On the occasion of the accident he was helping one George Hill to put the plates through the stamping machine in question; they were carried to the machine by plaintiff and Hill; the latter was to operate the press; after they were stamped the plaintiff was to carry them away. Hill had left the machine for a few minutes, and the foreman called out and asked in effect if the two were going to be all day in getting the plates through, whereupon the plaintiff, in the absence of Hill, took hold of the press and endeavoured to get a plate out, when the die came down upon his hand. The press is tripped by a foot press, and this the plaintiff must have inadvertently touched, as it appears it had never been known to fall without pressure upon that part. Hill had been accustomed to use a stick to take the plates out, but this had been misplaced.

It was held by the Trial Judge that the accident plainly occurred by reason of the plaintiff's endeavour to get the plates put through without delay, and his attempting to remove one from a machine about which he had never been instructed or warned as to its dangerous nature. It was further held that there was negligence on the part of defendants' foreman in directing plaintiff to assist at the working of a dangerous machine without himself giving some instruction or seeing that the operator of the machine did so. Damages were assessed at the sum of $600, for which amount and costs judgment was entered in plaintiff's favour.

(Lawson v. Packard Electric Co.; 1st October, 1907; Mabee, J.)

Appeal in Damage Action Allowed.

Action brought by Robert Findlay to recover damages for the death of his son, Beverley, employed as a brakeman on defendants' railway, running west from Port Arthur. On 10th September, 1906, deceased was on an empty flat car in front of a train proceeding from Windigo Station, when, owing to the alleged negligence of defendants, the train ran into a hand-car, was derailed, and Findlay was killed. At the trial on motion for a non-suit, judgment was given dismissing the action with costs. On an appeal to the Divisional Court, the trial judgment was set aside and judgment ordered to be entered in favour of plaintiff for amount of damages assessed at trial, $300, with costs to trial. No costs of appeal.

(Findlay v. Canadian Northern Railway Co.; 10th October, 1907; Divisional Court.)

Damages for Death.

At the recent Assizes held at North Bay, plaintiff brought suit to recover damages for the death of an employee of defendant, a railway contractor, engaged in the construction of part of the Temis-

kaming & Northern Ontario Railway. The work of deceased was that of repairing cars placed upon a switch. An engine accidently turned into the switch and jarred the car under which the deceased was working, and he sustained injuries resulting in his death. The jury found negligence against defendant, and the Court held that there was evidence to support the findings. Judgment was ordered to be entered in favour of plaintiff for $1,400 and costs.

(Warren v. Macdonnell; 19th October, 1907; Riddell J.)

Doctor Awarded Damages for Wrongful Dismissal.

An interesting case arising out of a claim for $2,000 damages by plaintiff against defendants for wrongful dismissal, plaintiff having acted in the service of defendants as medical attendant to a large lumber mill on the French River, was heard before a judge and jury at the Toronto Assizes recently. Plaintiff alleged that he contracted with the defendants through one McWilliams, their late manager, to act as medical attendant to the camp at a rate of 50 cents per man for single men; $1.00 for married men, and $1.50 for married men with families, and the contract was to cover the last six months of the year 1906, and the whole of the year 1907. After working four months he was discharged without notice by a new manager, and accordingly brought the action. As evidence of the nature of his labours, plaintiff said he prepared 158 surgical dressings in July, 162 in August, and 300 in September, and his contract and private practice there brought him in an average of about $150, a month, while in winter he estimated it would have been worth $250 a month.

The company denied that they had entered into such an agreement with plaintiff, Mr. McWilliams, the defendants' late manager, gave evidence for plaintiff, and produced a letter from the President of the company showing that he was empowered to make such contracts on behalf of the company.

The jury found for the plaintiff, giving him $700 damages.

(Davis v. Ontario Lumber Co.; 21st October, 1907; Boyd, C.)

Action Dismissed as Jury could Not Specify Negligence.

At the recent Assizes at Goderich two suits for damages arising out of the accident of a year ago in the erection of the C. P. R. bridge across the Maitland River, when Emmanuel Maddeford was killed and others injured, were tried before a jury. A derrick, car and men fell sixty-five feet from the bridge into the river. The jury's finding was: "We believe there was some neglect of someone in connection with the work, or the car could not have fallen off, and we would award to plaintiff Ede $2,700, and to plaintiff Lynn $5,000."

After reserving judgment the Court dismissed the actions without costs, the finding of the jury failing to specify what, or whose neglect was responsible for the accident.

(Ede v. Canada Foundry Co.; Lynn v. The same; 22nd October, 1907; Boyd, C.)

Failure to Give Notice of Leaving Service Entails Loss of Wages.

During the month of August, William Cook, superintendent of the Dominion Textile Company, appeared in the Police Court at Kingston to answer a charge of non-payment of wages, amounting to $3.25, to Stuart Farrell, a fourteen year old lad.

Mr. Cook told the court that the boy had only worked a few days and then left without giving any notice whatever, although he had signed an agreement to give two week's notice in case he desired to leave. He produced the agreement, which, plaintiff in the witness box admitted signing although he said, he did not read it. This latter statement was denied by Mr. Cook, who swore the agreement had been read over to the boy. Plaintiff, after staying away for several days came back and demanded his money, which was refused him.

To the court the lad said, he had worked at the cotton mill for eight days and left because he did not like the work. The Court told the lad that he would be given a chance to return and work out the balance of his two weeks, so that he could receive the money. To this the plaintiff replied that he did not want to go back

and in consequence the court had no alternative but to dismiss the case.

(8th August, 1907; Toye, J. P.)

Damages for Loss of Eye.

At the London Assizes recently, plaintiff, a workman in the employment of defendants, sued the latter for damages for personal injuries received in the course of his employment. While he was working at a machine a splinter flew up and put out one of his eyes. He was awarded $1,350 damages.

(Osborne v. Rolling Mills; 11th October, 1907; Teetzel, J.)

Injunction Against Interference with Workmen.

The injunction granted by Chief Justice Falconbridge on the 16th August last, whereby Robert Roadhouse and six others, members of the Cobalt Miners' Union, Western Federation of Miners, Branch 146, were restrained from interfering with the working of the Buffalo Mines, has been continued to the trial, restraining defendants from doing any act which would be in contravention of Section 501 of the Criminal Code, and from in any way interfering with, or endeavouring to persuade men to break their contracts, but modified so as not to prevent defendants peaceably persuading men not under contract not to engage while strike was on. A motion to commit three of the defendants for contempt of Court in disregarding the interim injunction was ordered to stand over till the trial.

Section 501 of the Criminal Code above referred to as is follows:

"Every one is guilty of an offence punishable, at the option of the accused, on indictment or on summary conviction before two justices and liable on conviction to a fine not exceeding one hundred dollars, or to three months' imprisonment with or without hard labour, who, wrongfully and without lawful authority, with a view to compel any other person to abstain from doing anything which he has a lawful right to do, or to do anything from which he has a lawful right to abstain:

(*a*) Uses violence to such other person, or his wife, or children, or injures his property; or,

(*b*) Intimidates such other person, or his wife or children, by threats of using violence to him, her or any of them, or of injuring his property; or,

(*c*) Persistently follow such other person about from place to place, or,

(*d*) Hides any tools, clothes or other property owned or used by such other person, or deprives him of, or hinders him in, the use thereof; or,

(*e*) With one or more other persons, follows such other person, in a disorderly manner, in or through any street or road; or,

(*f*) Besets or watches the house or other place where such other person resides or works, or carries on business or happens to be.

(Buffalo Mines v. Cobalt Miners' Union; 28th October, 1907; Meredith, C. J.)

Settlement of Damage Suit.

A suit brought by plaintiff on behalf of herself and two children for damages for the death of her husband, who was killed in the defendants' yards last February, owing to the fall of a ledge of frozen sand was settled before the opening of Court, plaintiff accepting $500 and costs from defendant in settlement.

(Keough v. Indestructible Brick Co.; 28th October, 1907.)

MANITOBA CASES.

Acceptance of Cheque for Wages Marked "in Full."

Eva Heoman sued the defendants in the Police Court at Winnipeg to recover a week's wages in lieu of notice of dismissal. Plaintiff, with 39 others, was dismissed by defendants on August 17th last without notice, and claimed that she was entitled to a week's notice of dismissal or in lieu thereof to a week's wages.

It appeared that defendants made an arrangement whereby each employee forfeited the first half week's wages, which were kept in case the employee should leave at any time without giving notice. This was regarded by the employees as an undertaking that defendants would also give a week's notice when he dismissed any of them. When plaintiff and the other 39 were discharged, they were each given a cheque for the amount of wages due, upon the face of which the words "in full" were written. Plaintiff accepted the cheque and signed for it.

In dismissing the case the Police Magistrate said it was not a matter of right and wrong, but one of contract, a distinction with a difference. The plaintiff had taken her money and signed for it, which she should not have done if she intended to claim another week's wages for lack of a week's notice of dismissal.

(Heoman v. Scotland Woollen Milling Co.; 25th September, 1907; Daly, P. M.)

ALBERTA CASE

Injury to Public Interests by Misrepresentations re American Immigration.

On the 18th of March 1907, an information and complaint was laid by Percival Wiseman of Taber, Constable in the Royal North West Mounted Police, against Anna B. Hoaglin, of Taber, charging her that she did on the 7th of March 1907, unlawfully purchase and receive for sale manufactured tobacco, which had not been stamped according to law. The accused was supposed to be the chief partner in the "Cash Buyers' Union" the name by which George S. Hoaglin and his wife carry on business at Taber. The accused was convicted after a hearing before S. J. Layton, J.P., Taber, and Inspector Belcher, of Lethbridge and sentenced to pay the sum of $100.00 and $3.00 costs. The trial for this offense took place at Taber, on the 18th of March 1907.

On the 6th of April 1907, an information and complaint was laid against George S. Hoaglin, charging him that he did on or about 19th day of March, 1907, at Taber, in the Province of Alberta, wilfully and knowingly publish a false tale, to wit:-"Americans not wanted in Canada, investigate before buying land or taking homesteads in this country" by means whereof, injury was likely to be occasioned to a public interest, namely, the immigration of Americans into Canada, contrary to Section 126 of the Criminal Code of Canada.

The preliminary hearing took place on the 10th day of April 1907, before W. A. Aubin, J.P., of Taber, and the accused was sent up for trial at the Sittings of the Supreme Court at Lethbridge.

The trial came on for hearing on the 5th July, 1907, at Lethbridge, before Mr. Justice Harvey. The accused elected to be tried summarily. It was objected that the charge was not borne out by the words with which the accused was charged with having published, that is, that the words did not disclose a crime, but His Lordship over-ruled the objection. From the evidence it was shown that the accused brought to the editor of the Taber Free Press a notice, from which posters were to be printed, but which the editor refused to print. The Notice was on a piece of paper about 8 inches by 10 inches, and read as follows:—

CLOSING OUT SALE:

We have decided to leave Canada. We will now offer our entire stock for sale at the actual wholesale cost.

Americans not wanted in Canada. Investigate before buying land or taking homesteads in this country.

Ten thousand dollars worth of new goods arriving.

Men's Clothing
Women's skirts
Millinery
Shoes of all kinds.

All kinds of dry goods, everything will be sold at actual cost.

CASH BUYERS' UNION.
Taber, Alta.

It was also brought out that two notices had been displayed in the windows of the Cash Buyers' Union of Taber, one about 2 feet by 5 feet in size, and bearing the following in large letters:—

"Closing out Sale.—Our entire stock at cost. Americans not wanted. Investigate before buying property or taking homesteads."

The second notice was about 2 feet by 5 feet, and read as follows:—

"Closing Out Sale.—Our entire stock at cost. Americans not wanted. Think well before buying property or taking a homestead."

Part of this was also underlined.

Several witnesses deposed as to seeing the notices in the windows of the Cash Buyers' Union at Taber, and stated that in their opinion, they considered the statement that Americans were not wanted in Canada to be detrimental to the interests of the country.

Chas. Mair, Dominion Immigration Travelling Agent, at Lethbridge, swore that the statement that Americans were not wanted in Canada, was not correct, as the Dominion Government were using efforts to induce them to come to Canada.

The defence submitted no evidence, and His Lordship sentenced the prisoner to pay a fine of $200.00, or in default to three months imprisonment in the Guard Room at Lethbridge.

Rex. vs. Hoagland; Lethbridge, Alta; Harvey, J.

BRITISH COLUMBIA CASE.

Damages for Loss of an Eye

A jury at Vancouver recently awarded plaintiff, a workman in the employ of defendants, $1,650 damages for injuries sustained by him in the course of his employment. Plaintiff lost an eye through a piece of granite flying from a block.

(Pascoe v. Kelly Bros. & Mitchell; 29th October, 1907.)

THE
LABOUR GAZETTE

DECEMBER, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF NOVEMBER, 1907.

I.—GENERAL SUMMARY.

A decline in the amount of general employment took effect during the opening weeks of November, and the month was considerably less active than October. This was due largely to the cessation of outdoor operations, usual at this season, and chiefly affecting employees in the agricultural industry, and in the building and civic improvement branches. The closing down of the sawmills for the year, in Ontario and Quebec, similarly affected a large number of workmen. Compared with the corresponding period of 1906, a season of unprecedented prosperity throughout Canada, industrial and labour conditions were reported less active, and the outlook for the winter less favourable. The lumbering camps have absorbed fewer men than usual, owing to the fact that the cut in Ontario and the eastern provinces will be smaller during the coming winter than that of 1906–07 while a marked decline in both camps and mills has taken place in British Columbia. In the mining industry, also, some heavy reductions in working forces went into effect in the metalliferous mines of British Columbia, and in the mica mines of Quebec, though coal and asbestos mines were producing to their full capacity. Manufacturing in Ontario, though there has been no marked falling off in orders, was less active than for some time past, staffs having been reduced and shorter time being worked in a number of important establishments. Apart from local or particular causes, the prevailing stringency in the money market of the world has naturally influenced adversely the commercial situation in Canada, resulting in a general shortening of credits, while capital for several projected enterprises, as well as for current industrial and commercial purposes, has been difficult to obtain. On the other hand, railway construction operations, especially in connection with the building of the National Transcontinental line, which have been hampered for some time past by a shortage of labour, have been very busy during the past month, and promise to continue so throughout the winter season. Many of the labourers thrown out of employment owing to the conditions above referred to, found work at good wages in the railway camps. The fact that the agricultural yield, though considerably less than that of 1906, will realize, owing to the prevailing high prices, a return only slightly if at all below that of last year, is also a favourable feature of the general situation. Trade has continued fair, though there was a tendency on the part of both wholesalers and retailers towards a reduction of stocks. In the closing week of the month, some improvment in the general tone of industry was noted, employees who were released during the opening weeks having in several instances been re-engaged though a considerable number of unemployed were still reported at certain points.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts or reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

Changes in Wages and Hours of Labour.

As is usual at this season, wages were downward in tendency among unskilled labourers and the classes affected by the cessation of outside operations. A few reductions also were made in particular industries and localities, in which a curtailment of operations went into effect. The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during November.

Lumbering.—The wages of employees in the lumber camps in the Ottawa valley were reduced by from $5.00 to $10.00 per month during November. Wages remained firm in British Columbia, notwithstanding the recent cessation in activity, except in a few localities where Chinese labourers had their wages reduced.

Manufacturing.—The wages of the less skilled classes employed in manufacturing establishments in a few localities were reduced. At Brantford, Ont., for example, several employees who were receiving $1.50 per day were reduced to a rate of $1.35 per day.*

Mining.—Mica pickers and trimmers in the Ottawa district had their wages reduced in certain localities from 16 to 12 cents per pound. Miners employed at Rossland, B. C., at a special meeting, decided to accept a reduction in wages to the scale in force prior to July 1, 1907, namely, $3.50 per day for machine men and $2.75 for shovellers.

Metal, engineering and shipbuilding.—The scale of employees in shipyards at Victoria, B. C., was reduced $1.50 per week in the case of new employees. Gas fitters in the employ of the Quebec Gas Company, numbering 35, had their wages reduced from $3.25 to $2.50 per day of ten hours, the company notifying a number that their services will not be required after January 1st.

Printing.—A new scale of wages went into effect in the job printing offices of Vancouver, B. C., on November 1st. Twenty-five pressmen, press feeders and bindery workers in the employ of the Ottawa Free Press Company, Limited, had their hours reduced from nine to eight per day by voluntary concession, dating from November 11th.

Railway employees.—Yardmen in the employ of the Grand Trunk Railway Company, east of the St. Clair and Detroit rivers, to the number of 500, had their wages increased 12 per cent., taking effect from November 1.

Transport.—Lock tenders, carpenters and bridge tenders employed on the Welland canal were granted an increase in wages.

Civic employees.—Scavengers to the number of 100 in the employ of the city of Toronto, Ont., received an increase from $2.00 to $2.25 per day of nine hours, to date from December 15.

(*) See also report of Chatham, Ont. correspondent.

Cost of Living

Farm and dairy produce continued exceptionally high in price. Eggs were dearer in many localities than in several years past, reaching 50 cents per dozen at Toronto, Ont., and elsewhere. Further advances in the price of milk were reported. Butter was still upward, the high price having suggested the importing of Danish and Irish product. Hogs and hog products were lower than in October. Poultry also was lower on several markets than for some time past, and meats generally were affected by the heavy marketing of animals. Wheat varied considerably, but was on a lower level than in October, with flour firm. Bread advanced in a number of localities, and fancy biscuits, soda biscuits, confectionery, etc., were held at higher rates by manufacturers. Hay and feed of all kinds were higher than in many years past.† Following a decline in the price of barley, Ontario brewers announced a reduction in wholesale prices. Wool prices have been unchanged for some time past, the prevailing quotations being 22 to 23 cents per pound for washed wool, 12 to 13 cents for unwashed and 16 to 17 cents for rejects, the demand from the mills being slow. The hide market con-

(†) For a comparative statement of prices of farm produce in November, 1906 and 1907, see report of London, Ont., correspondent.

tinued dull, and few changes in prices were recorded. The Canadian metal market was somewhat quiet, with prices showing a tendency to decline, interest being largely confined to the delivery of metals purchased during the past two months for winter requirements. The pig iron market was unsettled. Bar iron, antimony, copper and lead were firmer than in the preceding month. Building material was easier. Cordwood and coal were firm to upward. As significant of general tendencies in cost of living, it may be stated that the rates for hotel accommodation were raised at several points in Ontario, and that doctors' fees at Toronto, Hamilton, Ottawa and other points were substantially increased. Blacksmiths and wagon-makers of the county of Waterloo, Ont., met in convention on November 1, and adopted a new price list, involving several increases, based on recent advances in general living expenses, the high prices ruling for all kinds of material, particularly woodwork, the high wages of skilled labour and the shortening of the terms of credit by wholesale houses. Certain newspapers have advanced their subscription price, owing to the increased cost of white paper.

Interruptions to Industry.

The number of trade disputes in existence during November was 14 less than in the previous month, and there was a decrease of approximately 44,075 in the number of working days lost. Compared with November, 1906, there was a decrease of 11 in the number of trade disputes, and a decrease of about 59,370 in the number of working days lost.

Among industrial establishments, etc., destroyed by fire or through other causes during November, the following, as reported in the press of the Dominion, may be mentioned:—

Prince Edward Island.—Two stores with stock at Summerside, loss $10,000.

New Brunswick.—Intercolonial freight shed and contents at Campbellton, loss, $30,000; the steamer "Springfield" at St. John, loss, $4,000; butter factory at Salisbury, loss $2,500.

Heavy storms occurred on the Atlantic coast and in Quebec in the first week of the month causing heavy damage to shipping and other property.

Quebec.—Store at Bury; hay sheds and contents at Lake Megantic; jewellery store at Levis, loss, $5,000; tannery at Limoilou, loss, $15,000; church at Longue Pointe, loss, $75,000; Dominion park buildings, at Montreal, loss, $100,000; glass factory at Montreal; tent and awning factory and drug store at Montreal, loss, $30,000; pickle factory at Montreal, loss, $2,000; grand stand at baseball grounds, loss, $8,000; storehouse at Montreal, loss, $4,000; wadding factory at Montreal, loss, $2,000; type-writing establishment at Montreal, loss, $2,000; furniture factory at Montreal, loss, $60,000; hotel at Montmorency Falls, loss, $15'000, wholesale hardware store at Montreal, loss, $50,000, granary and contents at Pierreville, loss, $3,000; stable and contents at Pierreville, loss, $6,000; printing office at Quebec, loss, $40,000; dry-house at Sayabac; college at St. Lin, loss, $6,000; business block at St. Chrysostôme, loss, $15,000; stores at St. Johns, loss, $40,000.

The steamer "Neepawa" collided with one of the locks of the Lachine canal causing damage of $50,000.

Ontario.—Conservatories at Berlin, loss, $4,000; convent at Belleville, loss, $25,000; elevator at Brockville, loss, $2,000; railway station and elevator at Caledonia, loss, $15,000; stores at Casselman, loss, $16,000; cheese and butter factory at Cayuga, loss, $1,500; Cataract Power sub-station at Dundas; hardware store at Fort William, loss, $5,000; church at Fort William, loss, $10,000; livery stable at Hamilton, loss, $1,500; foundry at Hamilton, loss, $15,000; coal shed and contents at Kingston; furniture store at Hastings; business block at Leamington, loss, $18,000; large boarding house at Little Current; railway station and sheds at Londesboro; flour mill at Magnatewan, loss, $7,000; planing mill at Meaford; canning factory at Kingston, loss, $12,000; furniture store at Norwood, loss, $20,000; hotel at Ottawa, loss, $3,000; asphalt plant at Ottawa, loss, $1,000; store at Ottawa, loss, $5,000; business block at Ottawa, loss. $9,000; foundry at Petrolea; collegiate institute at Picton, loss, $2,000; town hall at Port Arthur; fruit factory at Ridgetown, loss, $8,000; three boat houses and boats at St. Catharines, loss, $2,000; cold storage plant at St. Thomas, loss, $3,000; business block at Smith's Falls; planing mill and lumber at Sudbury, loss, $50,000; evaporator and contents at Trenton, loss, $8,000; electric light sub-station at Toronto, loss, $5,000; business block at Toronto, loss, $100,000; cap factory at Toronto, loss, $5,000; drug warehouse at Toronto, loss, $6,000; collapse of a water tank at Toronto, loss, $25,000; two tenements at Toronto, loss, $4,000; box factory at Toronto, loss, $5,000; neckwear factory at Toronto, loss, $15,000; pottery factory at Toronto Junction, loss, $5,000; flour mill at Uxbridge.

Barns at Port Stanley and West Lorne.

Manitoba.—Livery stable at Brandon; business block at Brandon, loss, $20,000; planing mill at Carberry, loss, $5,000; granary and contents at Pilot Mound, loss, $2,000; convent at Winnipeg; lumber factory and business block at Winnipeg, loss, $150,000.

Saskatchewan.—Threshing outfit at Carlyle.

Alberta.—Business block at Calgary, loss, $1,500.

British Columbia.—School house at Fernie; hotel at Moyie; hotel at Nicola.

Conditions in the Industries and Trades.

Conditions of employment during November in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

The completion of threshing, the marketing of grain, fruit, live stock and pro-

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Quiet	Quiet	Quiet	Very busy	Very busy	.....	Quiet
Westville	Busy	.....	.....	Very busy	Active	.....	Active
Halifax	Active	Quiet	Dull	Active	Active	.....	Active
Amherst	Active	.....	Dull	Very busy	Busy	.....	Active
Prince Edward Island—							
Charlottetown	Busy	.....	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Active	.....	Quiet	Active	Busy	Very busy	Active
Chatham	Quiet	Busy	.....	.....	.....	.....	Active
St. John	Active	Active	Quiet	.....	.....	.....	Active
Quebec—							
Quebec	Quiet	.....	Active	.....	.....	.....	Active
Sherbrooke	Busy	.....	Active	Busy	Quiet	Active	Busy
Three Rivers	Quiet	Quiet	Quiet	.....	Active	Busy	Busy
St. Hyacinthe	Active	.....	.....	.....	Active	.....	Quiet
Montreal	Active	.....	.....	.....	Active	.....	Busy
Maisonneuve	.....	.....	.....	.....	Quiet	.....	Active
Hull	Active	.....	Busy	Quiet	Busy	.....	Quiet
Ontario—							
Ottawa	Active	.....	Quiet	.....	Active	.....	Active
Kingston	Quiet	Active	Dull	Busy	Active	.....	.....
Belleville	Busy	Active	Du	Busy	Active	Active	Busy
Peterborough	Active	.....	Busy	Quiet	Busy	.....	Active
Toronto	Active	.....	.....	.....	Quiet	.....	Quiet
Niagara Falls	Quiet	.....	.....	.....	Active	.....	Quiet
St. Catharines	Busy	.....	.....	.....	Active	Quiet	Active
Hamilton	Active	.....	.....	.....	Quiet	.....	Dull
Brantford	Busy	.....	.....	.....	Quiet	.....	Busy
Guelph	.....	.....	.....	.....	Quiet	.....	Dull
Berlin	Active	.....	.....	.....	Quiet	.....	Active
Woodstock	Active	.....	.....	.....	Quiet	.....	Active
Stratford	Active	.....	.....	.....	Active	.....	Active
London	Active	.....	.....	.....	Quiet	.....	Quiet
St. Thomas	Active	.....	.....	.....	Active	.....	Active
Chatham	Active	.....	.....	.....	Quiet	.....	Active
Windsor	Active	.....	.....	.....	Quiet	.....	Dull
Sault Ste. Marie	.....	.....	Active	.....	Busy	.....	Active
Manitoba—							
Winnipeg	Busy	.....	Busy	.....	Active	Very busy	Active
Brandon	Busy	.....	.....	.....	Active	Busy	Active
Saskatchewan—							
Regina	Active	.....	.....	.....	.....	.....	Quiet
Moose Jaw	Active	.....	.....	.....	.....	.....	Active
Alberta—							
Calgary	Busy	.....	.....	Busy	Active	.....	.....
Edmonton	Quiet	.....	.....	.....	.....	.....	Dull
British Columbia—							
Nelson	.....	.....	Very dull	Very dull	.....	.....	.....
New Westminster	Active	Dull	Very dull	.....	Active	.....	Active
Vancouver	.....	.....	Dull	.....	.....	.....	Very dull
Victoria	Active	Quiet	Quiet	.....	Active	.....	Active
Nanaimo	Quiet	Quiet	Quiet	Very busy	.....	.....	Quiet

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES G., No. 47.

CANADA DURING THE MONTH OF NOVEMBER, 1907.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage chances; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active

Metal, Engineering Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	.....	Active
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	.....	Active	Quiet	Active	.....	.....	.....	Active
Busy	Busy	Active	Busy	.....	Active	Busy	.....	Active
Active	Active	Active	Active	Active	Active	Active	Active	Active
Busy	Active	Busy	Busy	Active	Quiet	Very busy	Busy	Busy
Active	Active	.....	Active	Active	.....	Active	.....	Quiet
Busy	Active	Very busy	Busy	Busy	.....	Busy	Busy	Busy
Active	.....	Busy	Active	Quiet	Quiet	Quiet	.....	Active
Quiet	Active	Quiet	Active	Active	.....	Active	Active	Active
Active	Active	Active	Active	.....	.....	Very busy	.....	Quiet
Active	Active	Busy	Busy	Active	Busy	Busy	Active	Active
Active	Active	Busy	Active	Active	Active	Active	Active	Quiet
Busy	Busy	Active	Active	Active	Active	Quiet	Active	Dull
.....	.....	.....	.....	.....	.....	Quiet	.....	Quiet
.....	.....	Busy	Quiet	.....	Dull	Active	Busy	Quiet
Active	Active	Active	.....	Active	Active	Active	Active	Quiet
Active	Busy	Active	Active	Busy	.....	Active	Active	Active
Active	Active	Active	Active	Active	Busy	Busy	Active	Active
Dull	Quiet	Dull	Quiet	Active	Quiet	Active	Quiet	Dull
Active	.....	Active	.....	Active	.....	Quiet	Quiet	Quiet
Active	Active	Active	Busy	Active	Active	Active	Active	Dull
Active	Active	Active	Quiet	Quiet	Quiet	Quiet	.....	Dull
Quiet	Quiet	Busy	Very busy	Active	Active	Busy	.....	Dull
Quiet	Quiet	Quiet	Active	Active	.....	.....	.....	Dull
Active	Dull	Active	Busy	Active	Quiet	Active	Active	Dull
Quiet	Quiet	.....	Busy	.....	.....	.....	.....	Quiet
Quiet	Active	Active	Active	Active	Active	Active	Active	Quiet
Quiet	Dull	Active	Active	Dull	Busy	Active	.....	Dull
Active	Active	Active	Active	Active	.....	Active	.....	Quiet
Dull	Quiet	Busy	Quiet	Active	.....	.....	.....	Dull
Dull	Active	Active	Active	Active	.....	Active	Active	Quiet
Active	Active	Busy	Busy	.....	.....	Very busy	.....	.....
Active	Active	Active	Active	.....	.....	Busy	Dull	Quiet
Active	Active	Active	Active	Active	.....	Active	Active	Quiet
Active	.....	Active	.....	Dull	.....	.....	Active	.....
Active	Dull	Active	Active	Active	Dull	Busy	Active	Active
.....	.....	.....	.....	.....	.....	Busy	.....	Active
Dull	.....	Dull	Active	Active	.....	.....	Active	Dull
.....	.....	.....	.....	.....	.....	.....	.....	Dull
Quiet	Active	Busy	Active	Active	Active	Busy	Active	Dull
Quiet	Dull	Dull	Active	Active	Active	Busy	Dull	Dull
Active	Active	Active	Active	Active	Active	Active	Active	Quiet
Active	.....	Active	.....	.....	.....	Active	.....	Quiet

favour of the defence and the action was dismissed.

(Rosen v. William Rutherford & Sons, Ltd.; 19th September, 1907; Archibald, J.)

Judgment Confirmed in Review.

In the case noted at page 926, of the February, 1907, number of the *Labour Gazette*, the verdict and judgment at the trial in plaintiff's favour were confirmed by the Court of Review, to which Court the case had been taken by way of appeal by defendants.

(Wilson v. G. T. R., 30th September 1907. Court of Review.)

Appeal in Damage Action Dismissed.

Plaintiff brought suit against defendant to recover damages for personal injuries sustained by him while in the employment of defendants, claiming $1,999 as indemnity.

Plaintiff was first employed in the manufactory of defendant on the 21st of March, 1905, and was taken as an apprentice, and was immediately put to learn how to run an embossing machine, and on the 28th day of March following, in the morning shortly after he had commenced work, his right hand was caught in the machine between the plates, and several fingers were crushed, necessitating amputation.

At the trial plaintiff was awarded the sum of $500 damages, the trial Judge (Mathieu, J.) finding defendants at fault in the following particulars:

1st. That the plaintiff, being without experience in the operation of the press, and having followed instructions received from defendant's employees, was exposed to having his fingers caught between the two plates, as actually happened.

2nd. That these plates, when open, only have a distance of about three inches one from the other; the press was a dangerous press.

3rd. That the press ought to have been equipped with some mechanism or apparatus so that a card might be put in on the lower plate, without the workman being obliged to push it in with his fingers, as was customary, or it ought to have been arranged in a manner so that it might be operated more slowly.

4th. That defendant s employees do not appear to have sufficiently superintended the first work of plaintiff, and did not protect him as they should have against his own inexperience.

Defendant appealed to the Court of Appeals, which has confirmed the trial judgment.

(Hickman v. Union Card & Paper Co., Ltd. 30th October, 1907.)

Damages for Death of a Street Car Conductor.

Plaintiff sued to recover $10,000 damages for the death of her husband, who, while in the employ of the company as a conductor, a d in the performance of his duty, was killed. He was in charge of an open car, with footboards on the sides. At a certain part of its tracks on Notre Dame Street, the company was re-laying the road bed and a temporary track was laid immediately beside the curb-stone. Plaintiff s husband, about the middle of the afternoon, went out upon the foot-board to collect some fares, when his head came into collision with a post on the side-walk, and he was instantly killed. Defendant pleaded that deceased was familiar with the route; that he knew the exact location of the posts near the temporary track; that he had been specially warned about the locality, particularly by the watchman a moment or two before the accident. The evidence showed that deceased was on his third trip only over the track when killed. The trial Court found the defendant at fault, and that the car was travelling too rapidly, and that there was no fault on the part of deceased. Judgment went in favour of plaintiff for $6,000 damages for herself and child.

Defendant appealed to the Court of Appeals, which confirmed the trial judgment.

(Pelodeau v. Montreal Street R'y Co.; 30th October, 1907.)

Obligation to the Public.

In the case noted at page 1,454 of the June number of the *Labour Gazette*, on an appeal taken by the Eastern Townships Bank, the Court of Appeals recently confirmed the judgment at the trial.

(Collet v. E. T. Bank, *et al*, 30th October, 1907.)

Trainmen Committed for Trial on Manslaughter Charge.

On a charge of manslaughter, brakeman Clarence Howell, Operator Loyal Sheets and Operator Laris Stata, all of the G. T. R., will come up for trial during the next term of the Court of King's Bench. A charge of manslaughter was laid against the three accused as a result of evidence produced at the Coroner's inquest into the case of brakeman Robinson, whose death resulted from injuries received in a rear-end collision between two freight trains near Vaudreuil on 18th September last. Evidence given before the Coroner went to show that Operator Sheets, of St. Dominique, should have detained at his station the freight train which caused the collision, instead of allowing it to proceed to Vaudreuil, where it caught up with and ran into the train in front. It also appeared that Operator Stata, at Vaudreuil, had opened the semaphore and given passage to the second train sooner than the regulations allowed, and that brakeman Howell, of the front train, had not protected its rear by placing torpedoes on the track.

The accused were committed for trial by the Police Magistrate.

(Rex v. Howell *et al*, 25th October, 1907, Lafontaine, J.)

ONTARIO CASES. *

Railway Switchman Acquitted of Criminal Negligence.

George Smuck, a switchman on the Grand Trunk Railway, who was committed for trial by the Police Magistrate at Brantford on the charge that he unlawfully neglected his duty on the 22nd of December, 1906, thereby causing the death of J. N. Dyment, a trainman, has been honorably acquitted by the County Judge at Brantford.

On the date in question engine 359 and an attached caboose were standing in a light cut, when a freight train, which had been stalled, came crashing into the caboose. In the engine were the engineer and Dyment, his fireman. The latter was killed by being crushed between the boiler of the engine and the tender.

At the Coroner's inquest the following verdict was brought in:—"We find that James Dyment came to his death in a collision in the Grand Trunk yards on Saturday morning, December 22, and that same was caused by partial negligence of Switchman Smuck in failing to put up semaphore, but we are of the opinion, in view of divisional orders issued, that no train had right to enter the yards without lantern signals from Smuck, which were not given by him; and we are also of opinion that Engineer Yapp mistook the 'come-ahead' signal of Conductor Tree, further west in the yards, for that of Smuck."

In the course of operations Conductor Tree gave two signals, one was a back-up for Dyer on train 422 to reverse his engine out of Ryerson's siding, the other was a go-ahead for him to proceed up the yard. The latter signal was the one which was said to have been misinterpreted as one from Smuck.

Before the County Judge it was shown that the wreck was due to misinterpretation of this signal and the accused was acquitted.

(Rex v. Smuck; 24th September, 1907; Hardy, Co. J.)

Railway Engine Driver Found Guilty of Violating Rules.

M. B. Reid, the engineer on the fruit special which collided with the regular from Guelph to Hamilton in September, 1906, causing the death of three persons, was tried at the last Assizes at Guelph.

The case arose out of the same collision for which conductor Thompson was tried, convicted and afterwards pardoned, See p. 1451 of the June number and p. 242 of the August number of the *Labour Gazette*.

The defendant gave evidence in his own behalf. He described his engine as a dilapidated one, and it was the trouble he experienced with it which

* In the first seven cases dealt with under this heading, a review is given in the more important prosecutions that have recently been instituted against railway employees in connection with railway disasters in Canada. See also the final case dealt with under the heading "Quebec Cases" above. For representations made in this connection by railway labour organizations to the Attorney General of Ontario, see the *Labour Gazette* for October, 1907, p. 356.

filed was 292, on 18,019 acres of damaged crop. The money paid out was $29,419. The insurance cost $22,241.

Among meetings of interest to agriculturists held during the month were: the annual convention of the Ontario Beekeepers' Association, held at Toronto, Ont.; the annual meeting of the Farmers' Association of Ontario, held at Toronto, Ont.; the annual meeting of the Ontario Fruit Growers' Association, held at Toronto, Ont., a scarcity of cars being complained of by several of the delegates, and the movement of apples during November being reported as exceptionally heavy; and the third annual convention of the Ontario Vegetable Growers' Association, also held at Toronto, Ont.

Fishing.

Uncertain weather conditions affected markets in the Maritime Provinces. Arrivals, however, were fair, and with improved weather in the second half of the month, receipts of fish at Halifax, N. S., showed an increase. Cod fishermen had finished their season on the banks; returns were satisfactory and prices high. The mackerel catch thus far has been uncertain. The supply of oysters also was limited, though the demand in the markets of Ontario and Quebec has been active, from $10 to $12 per barrel being paid in Montreal. Large quantities of dog fish were taken, and the reduction works at Canso, N, S., were running to full capacity, though low prices were offered. The decline in lumbering in New Brunswick caused a lessening in the demand for fish at St. John.

In British Columbia, interest centered in herring fishing at Nanaimo and whale fishing off Vancouver Island. A catch of approximately 10,000 tons of the former is expected, a considerable portion of which will be put up in the Scotch method. The whaling fleet has had the most successful season ever reported, extensive developments in the industry being in progress.*

Lumbering.

There has been a general falling off in the lumber industry throughout Canada, compared with the corresponding season of 1906. In the Maritime Provinces, the recent decline of prices in the British and American markets has caused a general curtailment of operations, both in the mills and in the camps. With regard to the former, it was stated that only a few would be in operation in New Brunswick and Nova Scotia during the present winter season. The outlook is that the cut will be considerably smaller than last year, that of the St. John river being estimated at 70,000,000 feet, that of the Tobique river at 15,000,000 feet, and that of the Restigouche river at about 35,000,000 feet. This would indicate a reduction of about 40 per cent. compared with 1906.‡ The high price of feed and provisions, and the prevailing stringency in the money market were also cited as causes for the lessening of operations. Conditions in the woods have also been thus far unfavourable, the wet weather having prevented lumbermen from beginning operations, and the high water in the streams having made it difficult to forward supplies. In Ontario and Quebec, the saw-mills have closed down after, on the whole, a very favourable year, the delay in the opening of the season having been made up at the close. A considerable number of men were rendered available thereby for other employment, the camps having absorbed a considerably smaller number than last year, and having further reduced staffs during November, the latter action being accompanied by a reduction in wages ranging from $5 to $10 per month. The accumulation of stocks, due to the easing of prices and the falling off in building operations, together with the high cost of production, to which the scarcity of and high price of fodder and other supplies contributed, were held responsible for the curtailment of operations. It is expected that a considerable number of the men thrown out of employment will find work in the railway construction camps during the winter, though the lessening of the quantity of feed and provisions consumed will be felt over a considerable area.

(*) See reports of Victoria and Nanaimo correspondents.

(‡) See report of St. John, N. B. correspondent.

Throughout Western Canada, conditions in the lumbering industry were very quiet, except in the getting out of railway ties. In the Kootenay district of British Columbia, it was stated that eighty per cent. of the mills had closed down owing to the falling off in orders, and elsewhere in British Columbia similar conditions prevailed. A number of large logging camps also closed down, and in others the crews were reduced. Reports of fire wardens showed that the forests of British Columbia have suffered less by fire during the present season than in many previous years. Timber licenses to the number of 1,071 were issued in September, the fees amounting to $143,102. This constitutes the highest record for any one month.

The British Columbia Lumbermen's and Forestry Association was re-organized at Vancouver during November, with the object of protecting the interests of timber merchants. It is proposed to organize branches in different parts of the province.

The taking of evidence was resumed at Edmonton, Alta., in the matter of the alleged combine of lumber manufacturers and dealers operating in Alberta. Officers of the Alberta Retail Lumber Dealers' Association, the Western Retail Dealers' Association and others were examined as witnesses. A fine of $5,000 was imposed on November 28*.

Mining.

In Nova Scotia, the collieries had a busy month, labour being more plentiful than in the early part of the season. The output of the Dominion Coal Company during October was 342,453 tons (being the largest total for any one month this year), compared with 296,889 tons in September and 350,009 tons in October, 1906. It was stated, however, that the output of this company for the season will be 100,000 tons less than last year, the late opening of navigation and the scarcity of labour being held responsible for the falling off. Notwithstanding the heavy output, there was a shortage of coal at several points in the Maritime Provinces, and some embarrassment to industry was occasioned thereby.

The Dominion Coal Company recently awarded contracts for the construction of 100 miners' houses in No. 2 district, the same to be completed in time for occupation in the spring of 1908. It was stated that the number of persons at present living in houses belonging to this company was 10,584, of whom 5,438 were women and children. Tenants numbered 1,791 and boarders 1,326.

At Bathurst and Lepreaux, N. B., the development of some important deposits of magnetite was in progress.

In Quebec, the asbestos mines were being worked to full capacity, but there has been a marked falling off in the production of mica, and a number of miners and female mica pickers and sorters in the Ottawa district were thrown out of employment.

Activity continued in the eastern sections of Ontario. Shipments from Cobalt camp, Ont., during the month of October, were 1,174 tons, compared with 760 tons in September. The total output from the camp during the first ten months of the year was 10,924 tons. The value of the output for the year is expected to exceed $7,000,000. Some staffs were reduced during November.

The collieries of Alberta and British Columbia were very busy, shipments being only limited by the supply of cars available. On Vancouver Island, the labour shortage had been overcome, and production continued on a heavier scale than in any previous year, it being estimated that the output of the Nanaimo coal fields would amount to 600,000 tons.

It was stated that the Government of Saskatchewan would operate a coal mine in the Eagle Lake district for the benefit of settlers.

In the Kootenay district, B. C., recent fluctuations in the prices of copper and silver have materially affected emloyment. A number of mines and smelters have closed down, and the staffs of others have been reduced. At Rossland, B. C. a material reduction in wages went into effect. In the Boundary district, over 1,000 men were thrown out of employment.

*See statement published under the heading "Recent Legal decisions affecting labour" elsewhere in the present issue.

Recent reports from the hydraulic and placer mines of the Atlin district, B. C., have been of a favourable nature, it being expected that the gold output will equal, if not exceed, that of former years, a number of large operators having worked continuously throughout the season.

Operations in the Yukon closed during the third week of October.

Manufacturing.

A general tendency to lessen production was noted on the part of manufacturing concerns. In several of the more important centres, a shortening of the hours of employment and reductions in the working force went into effect in a number of establishments. The cause alleged was the contraction in the business outlook, due largely to shortage of money. The iron and steel branches continued very busy, the Dominion Iron and Steel Company having exceeded during November the highest previous record for one day in the production of steel rails in Canada. At. Sault Ste. Marie, Ont., conditions were very active. A new furnace, costing about $500,000, was blown in by the Hamilton Iron and Steel Company on November 8; the furnace has a capacity of 300 tons of foundry iron, or 400 tons of basic iron, per day, and a considerable additional staff will be required to operate it.

Railway Construction.

Up to the end of the month, large numbers of workmen, thrown out of employment by the completion of threshing, building, civic improvement work, etc., and by the falling off in the lumbering and other industries, were given employment in the railway construction camps, especially those of the National Transcontinental line, which has been hampered for some time past by lack of men, and which promises to be very active throughout the winter.

With reference to the progress of construction on the National Transcontinental Railway line, it is estimated that of the 800 miles between Winnipeg and Edmonton, about 500 miles will be completed by the end of the year, and the grading finished besides on 200 miles, about $13,000,000 having been expended thus far on the work. On the eastern division, about 850 miles are under contract, while contracts for about 950 miles are still to be let. About $13,000,000 has also been expended on this portion of the work. In all, it is estimated that about $125,000,000 remain to be expended on the completion of the line by the end of 1911. Labour, though not plentiful, especially in the eastern section, was more abundant during November. Wages continued high. It was stated that conditions were such that work could be pushed very rapidly on both divisions of the line if the necessary labour were obtainable. It was announced that the route of the railway had been located through the Yellow Head Pass of the Rocky Mountains, and that 150 men would be employed throughout the winter on the various engineering parties engaged in locating the route through British Columbia. Steel laying on the Grand Trunk Pacific made rapid progress, the work being continued as long as weather permitted. It is expected that the Company will start its regular service, both passenger and freight, on the completed sections of the line in Western Canada early in the season of 1908, the road being for the present occupied chiefly by construction trains.

The Canadian Pacific Railway Company was preparing for the close of the most active construction season in the west since the completion of its transcontinental line. Work was being rushed on several lines by the Company and by the Canadian Northern. A number of additional branch lines will be constructed by both companies in Western Ontario during the season of 1908. Construction work on the Great Northern in the vicinity of Fernie, B. C., has been actively under way.

It was stated that up to October 15, the following locomotives and equipment had been delivered to the Canadian Northern Railway Company since January 1, 1907:—

JANUARY 1ST, 1907

H

KIND.	Delivered to Canadian Northern.	Delivered to Eastern Lines.	Total Delivered.
Locomotives	78	24	102
Passenger Equipment:			
Day Coaches	12	24	36
Sleeping & Dining & Parlor Cars	6	6	12
Baggage, Mail & Express Cars	16	9	25
Baggage, Mail & Express Cars	16	9	25
Freight Equipment:			
Box Cars	1,350	400	1,750
Flat Cars	185	165	350
Refrigerator Cars	18	2	20
Stock Cars	175	25	200
Hart Convertible Cars	140	80	200
Steel Ore Cars	40	10	50
Cabooses	18	13	31
Totals	2,038	738	2,776

It was stated that orders for 100 locomotives, to cost approximately $1,500,000, were placed by the Grand Trunk Railway Company during November.

General Transport.

Railway employees of all classes had an active month, the gross earnings of companies showing a heavy increase, though the increase in operating expenses has caused, in the case of the Canadian Pacific Railway, a decline in net profits for the past four months. Steamboat men, longshoremen, ship labourers, etc., were quieter than in October, though those engaged in the forwarding of grain, and at winter ports were busy, the amount of grain in lake elevators being very large. Freight traffic was very heavy throughout the month; as a result, a car shortage was reported at several points. The Montreal Wholesale Grocers' Guild, the Dominion Millers' Association and fruit growers in Ontario preferred complaints in this connection. Delays in the handling of grain at Owen Sound, Ont., were also complained of. At Moosejaw, and other points in Saskatchewan, a scarcity of cars for grain shipments was reported, and the coal companies of Alberta and British Columbia were hampered for lack of cars. The whole question of railway equipment and the adequacy of transportation facilities have been under investigation by the Board of Railway Commissioners for some months past A special report, prepared by the operating expert of the Board, was published during November, with reference to the equipment of the Canadian Pacific Railway Company. The report set forth a number of specific instances of failure on the part of the company to supply the necessary cars and other accommodation. It was stated that the company had in use on its system on April 15th, 1907, the following equipment: 40,336 cars for handling freight traffic, including box, stock, flat and coal cars; 1,763 passenger cars, of all kinds; and 1,363 locomotive engines. Contracts have been entered into for delivery to the Company this year of the following: 5,090 freight cars; 156 passenger cars; and 39 locomotive engines. The company has provided for an expenditure of rolling stock and equipment during the year 1907 amounting to upwards of $12,000,000. The company is also making provision at its principal terminals, for instance, at Montreal, Toronto and Fort William, for additional yard room in which to unload traffic; and generally throughout its system for additional roundhouses and repair or machine shops, storage and sorting yards, sidings and warehouse accommodation. On the whole, the situation

with regard to car shortages compare very favourably with the previous year, and a still further improvement is anticipated.

In the opening week of the month, a number of men were laid off in various car shops of the Canadian Pacific Railway, the Grand Trunk Railway, the Michigan Central Railway, and other companies. The number originally laid off was somewhat larger than last year, though several were re-engaged in the closing week of the month.

Traffic through the canals has been very heavy. The following is a summary of traffic through the Sault Ste. Marie canals during October:—

TRAFFIC THROUGH SAULT STE. MARIE CANALS DURING OCTOBER, 1907.

	U. S. Canal.	Canadian Canal.	Total.
Freight:			
East bound, net tons	4,929,110	2,066,338	6,995,448
West bound, net tons.	1,089,946	331,203	1,421,149
Vessel passages, no....	1,960	923	2,883
Registered tonnage...	4,886,201	1,903,904	6,790,105

In order to assist in the moving of the western crops, navigation on Lake Superior will be kept open to as late a date as possible, arrangements having been made to maintain lighthouses, etc., in operation until December 10th.

The harbour revenue of Montreal for the month of October increased $2,731 as compared with October, 1906; while the total increase for the year has been $6,648, the total receipts to the end of October, 1907, being $283,291.

The winter shipping season opened at St. John, N. B.; a busy season is anticipated.

According to the fifth annual report of the Canadian Northern Railway Company, the results of operations for the year ended June 30, 1907, compared with the preceding year, were as follows:—

Gross earning:	1906	1907
Passenger traffic	$1,062,639	$1,464,256
Freight	4,335,933	5,741,729
Express, mail, etc	505,183	1,144,213
	$5,903,755	$8,350,198
Working expenses	3,674,733	5,424,164
	$2,229,022	$2,926,034
Fixed charges	1,509,448	1,882,489
Surplus	$ 719,574	$1,043,545

At the tenth annual meeting of the White Pass and Yukon Railway Company, the most prosperous year in the history of the company, since the early years, was reported. There was a falling off in the amount of freight carried, but the operating expenses were very considerably reduced. Reference was made to the change in the character of the work now being done in the Klondike district, a change from placer mining, involving the employment of a large number of men to mining by means of hydraulic dredgers involving the employment of a large amount of capital. Satisfactory progress in the installation of dredges and large machine plants in the Klondike was reported.

The gross earnings of the Montreal Street Railway Company during 1907 increased by $403,156, or 13 per cent.; operating expenses increased by $253,933, or 13.72 per cent., and net earnings by $149,223, or 11.94 per cent. A total of 115,416,468 passengers was carried, an increase of about 15,000,000 over the year previous.

It was stated that the Canadian Pacific Railway Company will issue additional stock amounting to $28,320,000.

The Trades.

Building.—A further decline occurred during November in the amount of employment, work being almost wholly confined to the finishing of contracts. The out-door branches were dull in most of the cities, though indoor workers had a fair month. Compared with the corresponding period of 1906, the outlook for the winter is less promising.

Metal and woodworking.—These trades had a fair month, though the decline in manufacturing affected certain classes.

Printing.—The month was a fair one, though less active than October.

Clothing.—Journeymen tailors were active, but garment workers were somewhat quiet. Glove and mitt factories were busy on sorting orders, and boot and shoe factories were fairly active, though sorting orders were on a smaller scale than had been expected. Spring orders were favourable. Manufacturers of rubbers were busy, with orders ahead,

the raw rubber market has recently shown a decline. Furriers were in their busiest season.

Leather.—The jobbing trade in leather has been active, but not busy, though stocks were low.

Food and tobacco preparation.—Bakers reported an increase in trade, with prices upward. Confectioners were busy, though the existing financial condition affected production, and a number of establishments completed their season at an earlier date than last year. Cigar-makers were quiet.

Miscellaneous.—Miscellaneous trades were fairly well employed. In Western Canada there was a surplus of labour seeking light indoor employment for the winter, usual at this season of the year.

Unskilled labour.—With the advent of cold weather and the cessation of building, civic improvement works, etc., a number of men were thrown out of employment, and in most of the cities, the supply of general labour was greater than the demand. The decline in lumbering, which usually furnishes employment to large numbers during the winter season, has been an unfavourable feature, though the railway construction camps are expected to be very busy throughout the winter.

Canadian Trade and Revenue.

Foreign trade.—During October, 1907, the total value of imports entered for consumption was $31,484,400, compared with $31,729,831 in October, 1906. The total value of imports for the seven months ending October 31, 1907, was $226,395,735, compared with $195,011,682 for the corresponding period of 1906. Total domestic exports during October, 1907, amounted to $23,697,148, compared with $26,880,090 in October, 1906. The total domestic exports for the seven months ending October 31, 1907, amounted to $149,270,783, compared with $147,907,575 in the corresponding period of 1906. Increases in exports during October, 1907, took place under the headings of The Fisheries and Manufactures, and decreases under the headings of The Mine, The Forest, Animals and Their Produce and Agriculture.

Imperial trade.—According to a statement of the British Board of Trade, imports from Canada into Great Britain during October were as follows:

12,704 cattle, value £208,668; 13 horses, £660; 898 sheeps and lambs, £1,700; 1,585,400 cwt. of wheat, £692,079; 165,700 cwt. of meal and flour, £91,018; 9,850 cwt. of peas, £4,416; 95,765 cwt. of bacon, £257,072; 26,537 cwt. jams, £75,830; 2,702 cwt. butter, £13,821; 272,002 cwt. cheese, £784,102 and 26,146 great hundreds of eggs, £11,451.

According to reports received from commercial agents at the Department of Trade and Commerce, Canada, openings were good for Canadian apples, smoked salmon, cheese, bacon and eggs in Great Britain. The demand for Canadian apples, bacon and ham in South Africa was also reported good. In the West Indies, general trade conditions are improving. The Australian importing trade was depressed.

Domestic trade.—Trade advices were generally favourable, the good weather having stimulated the movement of winter goods. Sorting orders for the Christmas trade were fair, and spring orders active. Remittances were slow. The prevailing money stringency had the effect of reducing stocks. Though the holiday turn-over is not expected to be as heavy as last year, the outlook for the winter is regarded as favourable. Canadian securities continue on low levels.

A statement issued by the Imperial Bank of Canada showed profits of $389,027 for the half year ending October 31. Premium on new stock amounting to $86,358 was added to rest account. The annual report of the Bank of Nova Scotia showed an addition to rest account and a considerable sum carried forward. The annual statement of the Bank of Montreal showed net earnings of $1,980,138, compared with $1,797,976 in the previous year. The sum of $699,969 was carried forward.

According to the October bank statement all loans in Canada showed a decrease of $355,206 and call loans elsewhere a decrease of $15,211,864, compared with September. The decrease represents in large part the money withdrawn to assist in the financing of the crop movement.

Canadian revenue.—Total revenue on Consolidated Fund during November

amounted to $8,404,647.83, compared with $7,639,655.94 in November 1906. The total revenue for the eight months ended November, 30th, 1907, was $66,662,427.71, compared with $57,513,552.90 in the corresponding period of last year. Expenditures on capital account totalled $3,546,652.83 for the month and $16,654,487.21 for the eight months period.

Notes.

The annual meeting of the *Lord's Day Alliance* was held in Montreal.

The sixth annual convention of the *Canadian Clay Products Manufacturers' Association* was held at Ottawa, November 19-21.

The establishment of a *Royal Mint* at Ottawa, Ont., to operate from the 9th of November, was authorized by the Imperial government.

The royal commission appointed by the government of Canada to investigate into the causes of the collapse of the *Quebec bridge* held a number of sessions for the taking of evidence in the United States during November.

The annual report of the commissioners of the *Light and Power Department of the town of Brockville*, Ont., shows a total revenue for 1906–07 of $46,311.10. Working expenses were $28,644.50 and profits $8,088.91.

Sessions were held at Quebec, Que., and other points, by the commission appointed by the government of Quebec to inquire into the causes, and the best measures to be taken for the prevention, of *industrial accidents*.

The first annual convention of the *Federation of Textile Workers of Canada* was held at Montreal, Que. It was stated that there are now about 25,000 textile workers in Canada operating machines in the different provinces, as follows:

Provinces.	Looms	Spindles.
New Brunswick	2,694	107,984
Nova Scotia	694	48,000
Ontario	8,717	145,953
Quebec	12,275	545,700

The fifteenth annual report of the trustees of the *Relief Fund Association* of the employees of the Intercolonial Coal Mining Company, Limited, for the year ended December 31, 1906, showed the most prosperous year in the history of the association, over $1,200 having been added to its funds. The large number of men employed, the heavy coal output, and the general good health of the members, were cited as having chiefly contributed to this result.

Following a custom which has been in force for the past five years, the British Columbia Electric Railway Company will distribute among its employees at Victoria, Vancouver and New Westminster, a portion of the *profits* of the Company for the past year. The sum of $30,000 will be distributed, each employee getting $63.00. This amount is the largest paid out in this way by the Company in any one year since the adoption of the plan, the share per employee in the first year being $25.00 in the second year $35.00, in the third year $40.00, and last year $45.00. Some 478 employees will profit by the arrangement, compared with 439 last year.

The following were appointed as factory inspectors for the Province of Ontario during November: Robert Hungerford, Toronto; Henry Clark, London; Frederick Kellond, Hamilton; Stephen J. Mallion, Stratford. They will each receive a salary of $1,100 per annum. There are now ten factory inspectors in the province. A deputation representing the Employers' Association of Toronto, Ont., waited upon the Honourable the Minister of Agriculture for Ontario with reference to the appointments, declaring itself opposed to the appointment of members of trade unions, though not opposed to non-union workmen.

The Trades and Labour Council of Vancouver, B. C., passed the following resolution during November, having reference to *immigration* and *conditions of employment* in British Columbia:

"Resolved that whereas this council has twice placed itself on record as being in favor of white immigration that comes unassisted and under fair conditions;

"And whereas such immigration is at present coming by hundreds from the Northwest as well as from eastern Canada, and unable to find enough employment at present, and unless these men can be placed, will be a charge on the city;

"And whereas they will be needed in the spring;

"Be it resolved; that this Council request through the press that large employers of labor such as the mills, Can-

adian Pacific Railway, British Columbia Electric Railway Company and others be requested to give them employment instead of the many Orientals now employed, thus showing the people of this province that they are true to the sentiments they express as being in favor of white labor provided the same can be secured; "And be it further reserved that this council open a register for all unemployed white citizens where employers can secure any number."

The *Western Ontario Municipalities Niagara Power Union* held a conference with the Hydro-Electric Power Commission during November. It was decided that by-laws to provide for the erection of distributing plants in the various places to which the commission will deliver electric energy, will be submitted to the people in these cities and towns in January next, a model by-law being in course of preparation for distribution to the municipalities. It was stated that Toronto, Hamilton, London, Stratford, Guelph, Hespeler, St. Thomas, Woodstock, and several other cities and towns, would submit the question of securing cheap power through the commission in this manner. It is understood that if a number of cities and towns vote in favour of the power, they will receive it, the commission having arranged a contract with the Ontario Power Company at Niagara Falls. The transmission lines will be built by the government and the distributing plant by the municipalities, the latter in some cases involving the purchase of light plants belonging to private companies.

The fourth session of the tenth *Parliament of Canada* was opened on November 28. In the speech from the throne, reference was made to the remarkable expansion in the trade and revenue of the Dominion during the past year, the latter leaving a surplus of over $3,000,000 to be applied to the public debt. The increase in the volume of immigration was also referred to. It was stated that the existing financial stringency was felt to be temporary,, and that the illimitable resources of Canada gave ample guarantee of continued material progress. With reference to the National Transcontinental Railway, progress was stated to have been retarded by the difficulty of obtaining labour and materials at a time of great business activity; a section of the western division, about 250 miles long, however, has been completed, and in a short time the whole work will be under vigorous construction. Other questions referred to were the conclusion of a trade convention with the government of the French Republic, the recent influx of immigrants from Oriental countries into British Columbia, the collapse of the Quebec bridge necessitating a devising of means for the completion of the bridge within a reasonable time, and the placing of telegraph and telephone companies holding charters from the Dominion under government control.

The annual meeting of the *Canadian Society of Equity* was held at Calgary, Alta., November 13-16. Delegates representing between two and three thousand farmers from the Province of Alberta being present for the purpose of considering plans for the advancement of the farmers' interests, to receive the report from the fraternal delegate who attended the Trades Congress at Winnipeg, and to adopt some measure whereby closer relations might be established between farmers and working classes. Mr. R. P. Pettipiece attended the convention as fraternal delegate from the Trades Congress. The following resolution was passed:

"Whereas for the first time in the history of the Labour movement farmers represented by the Canadian Society of Equity and the Trades and Labor Congress of Canada representing over 50,000 organized workers have seen fit to exchange fraternal delegates for the purpose of unifying their interests;

Therefore be it resolved that we reaffirm the position and attitude of the Trades Congress and pledge our selves to affiliate if possible and do everything in our power to promote unity of purpose between the farmers and industrials of Canada;

And be it further resolved that we the delegates of the Canadian Society of Equity here assembled, report back to our Locals, urging a demand for the Union Label upon Manufactured goods, including printing of all kinds purchased by members of this Society.

The next convention of the society will be held the third week of July next in Calgary. The officers elected are as follows:

President—R. C. OWENS, Edmonton.
Vice-Pres.—A. VON. MEILECKI, Calgary.
Secretary—W. J. KEEN, Edmonton.
Directors—NESTOR NOEL, River QuiBarre.
C. PEGLER, Nanton.
A. DUFFIELD, Westaskinwin.
J. STEMACKER, Edmonton.
Organizer—R. C. OWENS.

In the report of the fifth annual convention of the National Trades and Labour Congress of Canada, published in the *Labour Gazette* for October, 1907, *dele* the first paragraph under the heading "Education", on page 435, the resolution in question having been laid on the the table of the Congress but not passed.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

THE general condition of the labour market differed little from that of the preceding month, all the large industries continuing active, while the railways, workshops and factories were enjoying the same prosperous conditions. Business was not as brisk as in November, 1906.

Activity prevailed in the coal industries; the output for November was larger than in 1906, but the total output will not exceed that of last year. Owing to the lateness of the opening of navigation and other adverse conditions, coal shipments to the Montreal territory were 150,000 tons behind at the beginning of the month, but favourable weather enabled the companies to catch up, and the shortage was much reduced. The October output of the Dominion collieries was 342,453 tons; one colliery alone producing 100,912 tons. The Hub colliery resumed operations on the 14th of the month, after being idle for one year. Operations at the Lingar collieries were active. The proprietors of these collieries will endeavour to make the out put 1,500 daily. December will not be so busy a month at the collieries; the Caledonia and part of the Reserve colliery will be placed on single shifts. The Sydney mines collieries were active, and will continue so; the output for October was 57,071 tons, being an increase over that of September of 8,415 tons. One of the collieries, closed down some years ago, will shortly be re-opened; the pumps are at work, and when the mine is dry, repairs will be made, and another colliery added to the number of operated industries. The Inverness collieries were busy.

The output of the Port Hood collieries averaged over 450 tons per day for the month of October. With the opening up of new districts, this colliery is expected to produce 800 tons per day, next summer. Pictou and Cumberland collieries were very busy. Springhill was almost up to its normal output.

The iron and steel industries were active. All departments of the Sydney Steel Works, with the exception of the rod mill, which was closed down for a few days for repairs, were continually running. Orders for steel products were still plentiful. The yards were well stocked with iron ore and material for fluxing. During October, the output of the Sydney Steel Works Company amounted to 6,986 tons of steel, being 1,497 tons more than in September. Activity was continuous around these works. The Londonderry Iron Works Company obtained a fair output of iron.

The building trade continued brisk in some districts, but on the whole was quiet. The Dominion Coal Company is building 100 houses at the Hub colliery.

Transportation was rather light during the last part of October, but greatly increased since, and will continue so until after the Christmas holidays.

CONDITION OF LOCAL INDUSTRIES.

Agriculture and fishing.—Conditions were more or less dull.

Lumbering.—Trade was not as active as last year, owing to the drop in prices in the foreign markets.

Active conditions prevailed in the *metal and engineering* trades. The same applied to the *woodworking and furnishing, printing, clothing, food and tobacco preparation,* and *leather trades.*

Miscellaneous.—Barbers, broom-makers, clerks, stenographers, delivery employees and furriers had active employment, but conditions of employment with hotel and restaurant employees etc., were more or less dull.

Transport.—Railway employees, steamboatmen, steamboat firemen, ship labourers, longshoremen and street railway employees were active. Quietness prevailed with other classes.

Unskilled.—Work was fairly plentiful.

WESTVILLE, N. S., AND DISTRICT.

Mr. Thomas Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were very active, and are likely to continue so, except in trades influenced by climatic conditions, such as bricklaying and other outdoor occupations. The mines were very busy, though local consumers complained of a shortage of coal. The various collieries were in need of additional men; according to report, the Allan shafts were much handicapped for the want of men. The output of coal at the Drummond colliery for October was 24,292 tons; coke, 711 tons; fire clay, 351 tons; fire brick, 88,000, and the pay-roll amounted to $39,000. There were five days' time lost at this colliery during October, owing to two fatal accidents. The coal shipments of the Acadia Coal Company for the month of October, as reported in the "Mining Record," were 31,987 tons, being an increase over the corresponding month of last year of 4,765 tons, and making a total increase for the ten months ending October, 1907, of 42,840 tons. The Intercolonial Coal Company reported a decrease in the amount of coal mined at the end of the ten months ending October, 1907, of 13,917 tons, compared with 1906.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm produce of all kinds met with ready sale at good prices. Owing to bad weather, some root crops are still to be harvested.

Lumbering.—There was a steady demand for pit timber. The price of deals declined.

Manufacturing.—Steel and other industries were very brisk.

DISTRICT NOTES.

Antigonish County.—The prospects that this county will enjoy a period of great industrial activity never appeared brighter. A second seam of coal was located some days ago at Big Marsh, near the seam located a few weeks ago. There are now two seams of six and eight feet respectively, and experts say that the quality is excellent. It is believed that the formation is similar to that of Port Hood. A company has been formed, and it is announced that operations will begin immediately. The iron ore deposits at Arisaig, within a few miles of the coal areas, are also being developed.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during November was fairly active, and while not as fully employed as during October, owing principally to the cooler weather, and the completion of some building contracts, was more active than in the corresponding month of 1906. New buildings were advanced several stages, while the factories showed the activity usual at this season of the year. Among the new buildings nearing completion are the Silliker Car Works, consisting of six buildings, the erecting, moulding, machine and smit shops, planing mill and dry kiln, which are practically ready for the reception of the new plant, etc.; the Athletic Arena, as well as several smaller buildings. Among the new structures begun is the cathedral, to replace the building burned two years ago, and to cost about $200,000. Extensive repairs are to be made to the post office. Another altering contract is the building of a new wing to the court house to cost $25,000, which is not to be completed until July, 1908. The Halifax branch of the Nova Scotia Technical School, established by the Provincial Government, opened on November 11th. The number present on the opening night was 182, enrolled as follows: English, 51; arithmetic, 48; practical mathematics, 16; mechanical drawing, 23; architectural drawing, 17; electricity, 27. Since the opening night, the attendance has materially increased.

The crop report for 1907 which has been issued by the Secretary for Agriculture for the Province, says: "While weather conditions have been far from ideal, yet so far as produce is concerned, the season has been the most satisfactory we have had in some years, and farmers generally have every reason to congratulate themselves on a season which will bring more money into agricultural Nova Scotia than has been received for a number of years." Pastures were backward until June 15th, when they became good, and continued so. Cheese was 5% to 20% below the average output, but the quality was much superior to that of former years. For fruits the season has been the most satisfactory for years. The crop returns for 1906 gave an average of 75 per cent.; the returns this year will average 100 per cent. In September and October, 1906, 58,988 barrels were shipped; in 1907, during the same month, the shipments numbered 100,386 barrels, notwithstanding that the October gales blew some 40,000 barrels of apples off the trees, and that the crop would have been increased had more help been obtainable.

The Atlantic winter mail service has opened, and work along the waterfront, which has only been fair during the past month, is expected to show a big improvement. Much produce, fish, etc., has arrived at the port during the month, two steamers and twenty-nine schooners arriving on one day, November 14th. Among the cargoes arriving were 7,000 quintals of dry fish, 26 casks of cod oil and 772 barrels of herring from Newfoundland, besides other cargoes of much value.

A new union was formed on the 12th of November, being a branch of the Station Freight Clerks' Union. The members are employees of the I. C. R. deep water station, and number about thirty.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry has had a successful season.

Fishing and lumbering.—These industries have been dull, particularly the latter.

Manufacturing.—The fancy baking and confectionery line has been brisk.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were not nearly so well employed as during last month. Carpenters and joiners were fairly well employed. Painters and decorators showed a falling off from October. Lathers were dull. Plumbers and gasfitters had a fair month, as did steamfitters. Stonecutters were busy. Freestone cutters were dull, with future prospects fair. Builders' labourers had a fairly busy month.

Metal.—The strike between the local union of boilermakers and the Dry Dock Co. is still on. Some of the local men went to Pictou to finish a contract, but have returned. The month has been the dullest for some time.

Printing.—Printers and pressmen, while not as busy as usual early in the month, are now active, and bookbinders show improved business.

Clothing.—Journeymen tailors and garment workers were rather dull, but with the advent of the cold weather, an improvement is looked for.

Unskilled labour.—This class showed much activity.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

November was a busy month for labour. Building operations were exceedingly brisk during the summer, and November opened with a large number of buildings in an unfinished state. Contractors increased their forces to close the work before the frost set in. A close estimate of the cost of building in this town during the past season places the amount in the vicinity of $500,000. The census, which is taken annually, shows that the growth of population during the past year was over 1,000, Amherst having now a population of over 9,000. Rapid as has been the growth of the town, it is safe to say that the population would have been five hundred more if houses

could have been obtained. Building has not been able to keep up with the demand. Only seventy-nine new houses were built for the accommodation of the 1,000 increase in population.

The Victor Woodworking Company, which went into liquidation in September, has been purchased by a strong company, and will recommence operations shortly. The Amherst Malleable Iron Company has added a large extension, doubling its capacity. The Amherst Boot and Shoe Company has made an addition to its factory, providing double the original floor space. Two large wharves have been built at a point two miles from Amherst, and a branch spur line connects the wharves with the Intercolonial railway. Over thirty vessels have unloaded at these wharves during the summer. This is practically the first season that freight has come to Amherst by water. Wages generally have had a steady upward tendency.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—In the immediate section, the farming classes have had a discouraging season. Thousands of acres were left uncut owing to the wet weather. The potato crop was seriously affected by dry rot, and other crops were below the average. Prices, however, for all kinds of produce were exceedingly high, and no serious consequence will follow from the partial failure of crops, excepting to the consumer. Farmers complained of a shortage of farm help, although better wages were being paid than ever before.

Lumbering.—The shipping of lumber was brisk this summer to both American and English ports. Prices, however, have fallen during the past month, and the outlook for the winter is unfavourable. The cut will probably be the smallest in several years. The larger operators are reducing the number of employees, and many of the smaller operators intimate that they will not put out any lumber the coming season. Farmers generally do some lumbering during the winter months to furnish them with ready money, but dealers are not sub-letting any contracts as yet this season. On the whole, the outlook for the trade is depressing, and will lead to a further scarcity of money.

Manufacturing.—All factories reported orders very numerous; many of them are working nightwork.

Mining.—Mining operations were exceedingly brisk. Miners were receiving good wages, but there was a marked scarcity of coal cutters. All the mines are steadily increasing their outputs, with more orders in sight than they can fill. New slopes were being opened. Bankhead buildings were being improved, and the whole industry put on a better basis than ever before.

CONDITION OF PARTICULAR TRADES.

Building.—Employment was very active in all branches, and will continue so as long as weather permits. There was abundance of employment for bricklayers, masons, carpenters, joiners and lathers.

Metal, engineering and shipbuilding.—Metal workers had steady employment, and the prospects at present indicate that the various factories employing moulders, coremakers, machinists, etc., will have a busy winter.

Woodworking and furnishing.—An exceedingly active month prevailed, with the demand greater than the supply. Car builders will have a busy winter.

Printing.—Busy conditions prevailed in these trades, but there is no extra demand for additional labour.

Clothing.—Tailors reported an active month, and a few good workmen could find employment.

Leather.—Trunk and bag makers had an active month, and will be steadily employed during the coming winter.

Unskilled.—The season just closed furnished abundant employment for unskilled labourers. Wages ranged from $1.35 to $1.75 per day. Men were scarce, and work was retarded owing to this fact. The local supply will be sufficient to meet the demand during the winter months.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during November was more active than the same month last year, as the stormy weather which prevailed in 1906 interferred considerably with outdoor work. This month the weather has been remarkably fine, allowing outdoor work to go on uninterruptedly. Supply and demand were well balanced. Merchants and bankers reported a good month for trade with money fairly plentiful and collections easy. The unusually heavy crops taxed transportation facilities to their full capacity.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fine weather enabled farmers to get through with a considerable proportion of their shipping.

Fishing.—Operations in this line were quiet.

Lumbering.—Very little lumbering was carried on.

Manufacturing.—Conditions were normal.

Railroad construction and employment.—Work on the railway wharf in Charlottetown was closed down for the season about the middle of the month, but work at the new car shops was continued till the end of the month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners were busy. Lathers and plasterers, painters and paperhangers, plumbers, gas and steamfitters, stone cutters and builders' labourers were active.

Metal.—Iron moulders', iron workers and helpers, machinists and engineers, steam engineers, linemen, and blacksmiths were active.

Woodworking.—Woodworkers, upholsterers, carriage and wagon makers, and car builders were active.

Printing.—Printers, pressmen, and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, and tobacco workers were active.

Leather. — Tanners and curriers, leather workers and saddlers were active.

Miscellaneous.—Activity prevailed.

Transport. — Railroad employees, steamboat men, and longshoremen, were active.

Unskilled labour.—There was a fair demand.

MONCTON, N. B., AND DISTRICT.

J. C. Graves correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

November has witnessed no diminution of the active conditions which characterized the labour market in this locality during the past season. One contributory cause has been the favourable weather which permitted outdoor work to be carried on with but slight interruption. Labourers, skilled and unskilled, were in good demand. Building operations have gone on briskly, and contractors have been enabled to close out their contracts, though much inside work remains to be done. Corporation work on the streets, water-mains and sewers is about finished, and a considerable number of men will soon be free for other work. In the foundry, machine shops and other local manufacturing concerns very active conditions prevailed, and the forecasts for the winter's work are excellent, and with no reductions of operating staffs expected. In the I. C. R. machine shop 4 new ten-wheeled passenger engines with all modern equipments are nearly completed, and will be ready for the road in a few days. The two woodworking factories both report a good season, with orders

enough ahead to ensure steady work during the winter. The Builders' Woodworking Co. has about 90 names on the payroll, which amounts to nearly $4,000 per month. Some construction hands will be laid off. The Paul Lea Co., Ltd., payroll amounts to about $1,800 per month; the firm employs about 50 men. The Moncton stave and head factory has a payroll with 43 names of $1,500 monthly. This factory has much increased its output during the past year. Over 4,000 cords of wood were manufactured. The P. N. Hamm Biscuit Company reported an expansion of business; it has about 25 names on a pay roll of $130 weekly. About one-half the employees are females.

The City Council and the Board of Trade are both moving to encourage new industries to locate here. A joint deputation of the City Council and the Board of Trade waited upon the Minister of Railways and asked that the old I. C. R. shops when vacated be leased by tender, with the proviso that they be used for car construction shops. The Minister promised consideration. They also recommended the bonusing and granting of concessions to the L. Higgins Co. on condition of starting a shoe factory to employ at least 100 hands. Wholesalers reported trade above the average, but in view of the uncertainty of the money market expect to curtail during the winter season. Retail trade has been active. Owing to the cost of flour, one baker has advanced the wholesale price of bread from 5 to 6 cts. per loaf. The other bakers declined to do so. A third bakery closed a short time ago, being uanble to effect an agreement to advance the price with the others. Houses are scarce and rents high. No material changes in wages or hours of labour, and no strikes or lockouts have occurred.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers were busy marketing and preparing for winter. Very little fall ploughing has been done, owing to the land being too wet. Feed of all kinds is very high, and dairy produce exceptionally so. Milk remains at 7 cents per quart; butter, 27 cents to 32 cents per pound.; beef, 5 cents to 6 cents per pound, per quarter; pork, 9 cents per pound, per carcass; oats, 60 cents and potatoes 50 cents per bushel.

Lumbering.—Indications point to a smaller cut of lumber than usual.

Mining.—The Drummond Mining Co. of Montreal has purchased the lease of the iron mining areas along the Nepisiguit River, 25 miles from Bathurst, Gloucester Co. The Provincial Government diamond drill has been at work there testing the deposits. Analysis of samples from one drill hole, taking a sample every ten feet for 300 feet, showed an average of 51.38 per cent. and ran as high as 63.83 per cent. The Company will at once develop the property, and will ask the I. C. R. for a branch line to the mine.

Railroad construction and employment—Active construction of the Moncton-Chipman section of the G. T. P. has commenced. The right of way is being cleared, two large depot camps constructed, branches from I. C. R. laid, and steam shovels put into operation. About 125 men are employed and 100 more are wanted.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were quiet, with carpenters and joiners active, painters and plumbers busy, and builders' labourers were in good demand the first of the month, but quieter towards the close.

Metal, engineering and shipbuilding.—Iron, moulders, iron workers and helpers, machinists, linemen, blacksmiths, boilermakers and horse shoers were all very busy.

Woodworking and furnishing.—Wood workers, upholsterers and car builders were active.

Printing and allied.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors and garment workers were active, with boot and shoe workers busy.

Food and tobacco preparation.—Bakers and butchers were fairly well employed.

Leather.—These trades were quiet.

Miscellaneous.—Barbers were active. Clerks, delivery employees, hotel and theatre employees were busy. Laundry workers were active.

Transport.—Traffic both in passenger and freight lines continued heavy and trainmen reported an average month. Carters, teamsters and express men were very busy.

Unskilled labour.—The demand for this class has been exceptionally active throughout the month, but with cold weather will become somewhat quieter.

DISTRICT NOTES.

Campbellton.—Shives' mill, employing 260 hands, shut down for the season on the 8th inst. All other mills have also closed down. The Restigouche Boom Company which has rafted about 80 million feet, has completed its season's work.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reporrted as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active during November, and all branches of industry were well employed, excepting the ship labourers. A new manufacturing plant has been erected at Mount Courtney, Crouchville, St. John County, for the manufacture of axes. Eight hands are employed, and additional men will be put to work as the business increases. The cooking capacity of the Partington Pulp and Paper Company's works at Union Point has been increased 45⅓ per cent. by the installing of a new digester 50 feet in height. The digester is built of cast iron, and is the fourth to be installed in the pulp mill. The James Pender Company is contemplating reducing the working time from ten to eight hours per day, and the Maritime Nail Works will cut off night work; fear of over production being the reason assigned. Bank clearings for the five weeks ending November 28th were $6,549,077, and for the corresponding period last year $6,154,104, being $394,973 greater in 1907 than in 1906, and $1,471,392 in excess of the four weeks ending October 24th of the current year. The winter port trade opened on November 22nd. Members of the Ship Labourers' Association have been receiving 40 cents an hour during the past summer, and refused to work for less during the winter. The C. P. R. Company declined to pay more than 30 cents per hour, the rate paid last winter. The crew of the steamer was put to work discharging and taking in cargo. There are now in port two C. P. R. liners, two Donaldson liners, one Allan liner, one Furness liner, and the steamer Amanda from Montego Bay, Jamaica. A number of outsiders went to work on the Donaldson boats, and the Allan boat is being handled. The Furness boat is being discharged by her own crew. Pressmen and assistants inaugurated the 8-hour day on November 18th by mutual consent. At Fitzgerald Lake a new industry is being worked. This is the refining of tripoli. The plant erected consists of a dry house, 300 feet long, 14 feet high, and 14 feet broad, with shelves on either side; a boiler and engine house, kiln and mill. At present the tripoli is handled as follows: It is taken out by spades and placed in the dry house, and carried in buckets by an endless chain to the moulding shed, where it is formed into bricks in 4x8½-inch moulds. From there it is conveyed to the kiln, where it is burned or calcined and from the kiln it goes to the mill, where it is ground in a 16x4½ foot cylinder, in which there are four tons of round flint stones. After the material is reduced to a fine powder it is blown by a fanner through a pipe into a large galvanized iron separator. The separator is cone-shaped with a screw built on the turbine principle. The separator deposits the different grades of the finished article into bins, and from the bins the tripoli is placed in bags, each bag weighing 100 pounds ready for shipment.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers along the Portage, anagance and Hayward's report several hundred acres of hay that could

not be made. Owing to the heavy freshets, mowing machines, horse rakes, etc., were submerged in five feet of water on the marshes. Practically the whole of the potato crop in the St. John Valley has been gathered. Large quantities of dressed pork have been shipped from Hartland, but owing to a recent enactment, the price has declined about $35 per ton; though still above the average. In all other lines of produce the farmers are realizing returns beyond any in former years.

Lumbering.—A liberal statement of the lumber cut on the Tobique last year would place it at 25,000,000, while this year's total will be less than 15,000,000. Operators state that wages are as high as ever and that provisions for men and feed for horses are higher than ever before, with conditions in the woods very unfavourable owing to the heavy rains, thus necessitating a curtailment. Reports from Lepreau state that the cut last year was about 8,000,000 feet, and between 400 and 500 men were employed, while this season the cut will only be between 3,000,000 and 4,000,000 feet, and only about 150 to 180 men will be employed. The lumber cut this year on the Restigouche will be 35,000,000 superficial feet. The cut last year was 52,000,000 feet, while 75,000,000 feet, both old and new came down the river last spring.

CONDITION OF PARTICULAR TRADES.

Building.—The various branches were active.

Metal, engineering and shipbuilding.—Machinists, engineers, and horseshoers were active. Electrical workers, linemen, boilermakers and sheet metal workers were very busy. Iron moulders, iron workers, helpers and blacksmiths were busy.

Woodworking and furnishing.—Woodworkers were active. Several shingle mills have closed down.

Printing.—Bookbinders were active. Printers were very busy, overtime being worked in some shops. Pressmen were busy.

Clothing.—Journeymen tailors were busy.

Food and tobacco preparation.—Bakers and confectioners were very busy. Cigarmakers were active.

Leather.—Tanners and curriers were active.

Miscellaneous.—Brush and broom makers were busy.

Transport.—Railway employees were very busy. Steamboatmen had a fair month. Ship labourers were dull. Street railway employees, teamsters and expressmen were busy.

Unskilled labour was busy.

DISTRICT NOTES.

Fredericton.—Miss Mabel French, of St. John, was sworn in a barrister on November 21, at the Supreme Court, being the first woman in the province to be admitted to the bar. The Chestnut Canoe Company, Limited, is now having erected near the C. P. R. station and freight sheds a large factory for the manufacture of canvas canoes.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and Edward Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during November, weather conditions being more favourable for outside work than in October.

The Quebec Gas Company has reduced the pay of gasfitters in its employ from $3.25 to $2.50 per day of ten hours and has notified a number that their services will not be required after January 1st.

Bread remained at 20 cents per six pound loaf, though a few master bakers were still selling at 18 cents.

For the Provincial Council of Conciliation and Arbitration Mr. J. H. Lauer has been appointed to represent the employers and Mr. O. Brunet to represent the employees.

There have been no strikes or lockouts during the month.

The steamer Victorian which sailed from this port on the 8th instant had 158

Italian navvies as passengers for Italy. These men had all been at work during the summer on railway construction work in the west. The steamer Bavarian, which ran ashore on Wye Rock two years ago, and was subsequently floated off and brought up to this port, was successfully blasted in two and beached on the 13th instant.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fall ploughing was interfered with by wet weather and heavy frosts.

Lumbering.—The large mills in the district have shut down; a few were unable to complete the cut. The demand for men for the camps continued active; a gang of 18 left in the early part of the month at $35 per month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, plumbers and builders' labourers were busy. Lathers and plasterers were quiet.

Metal, engineering and shipbuilding.—Activity prevailed among iron moulders, iron workers, engineers, etc. Electrical workers were busy and linemen especially busy on repairs. Shipbuilders had a good month.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Tailors and garment workers were active. Boot and shoe workers were quiet.

Food and tobacco preparation.—Cigar makers were active.

Leather.—Quietness prevailed.

Transport.—Shiplabourers and longshoremen were dull. Steamboat employees were being laid off for the winter. Other branches were quiet.

Unskilled labour.—The month was active.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, especially in the machine shops, was not so well employed during November as in October. This has been brought about to a large extent, by financial conditions. The iron industries of the city have found it necessary to lay off a number of hands, after reducing the hours of labour. The Rand Drill Company is now working 56 instead of 59, and the Jencks Machine Shop 55 instead of 56. This went into effect about the middle of the month. In one establishment alone about 35 hands have been dispensed with, while a smaller number has been dismissed in another large concern. This action has been brought about not by any lack of work but simply by the condition of the money market. All other industries were running full time, including the worsted, woollen and carpet factories. The open weather has enabled the building trades to be carried on with but slight interruption. The contract for the new drill shed, has been signed, and work will be begun shortly. The contract price is $82,500. The custom duty collected at this port during October amounted to $245,021.96, being an increase over the corresponding month of the previous year of $6,756.17. Wholesale and retail trades have been well up to the average.

During the month a co-operative society was formed, composed chiefly of working men. A committee has been appointed to carry out the necessary arrangements for the opening of a co-operative store here.

The city council has withdrawn its offer to the Sherbrooke Power Light and Heat Company, and orders were given the special light committee to enter into negotiations with Messrs Ross and Holgate to prepare plans for the development of the power owned by the city at Westbury. The reason for the breaking up of the negotiations between the city and the company was that the directors of the latter would not call a special meeting until January to discuss the offer, and the city council held that they had waited long enough upon the company and if they delayed longer valuable time would be lost.

During the month the employees of the Paton Mill had their hours of labour reduced by three hours a week without

any change in wages. This factory now opens at seven o'clock in the morning instead of half past six. The Jencks Machine Co. and the Rand Drill Company now work 55 and 56 hours respectively as above stated, but as the employees are paid by the hour the reductions involve a decrease in wages. There has been no unrest among the working class.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The open weather has enabled farmers to complete their fall work without much interruption. Hay is very scarce, and is selling as high as $16.00 and $17.00 per ton. Good prices are also being secured for farm produce. Dairy butter is selling as high as 30c. and 32c. per pound, while creamery is a few cents higher. Eggs can only be secured at 35c. A movement is on foot to amalgamate about fifteen creameries in Stanstead and Sherbrooke counties. Application has been made for incorporation as a joint stock company to be known as the Eastern Township Dairy Produce Co. The three main points which the company aims at are: (1) Economy in production; (2) uniformity in quality; (3) improvement in quality, where such is possible. The company will be capitalized at $90,000. Mr. E. W. Brewster, E. T. Immigration Agent, has left for Great Britain to secure help for the Eastern Township farmers. During the season at Quebec, Mr. Brewster placed 588 immigrants, as follows: 348 single men, 36 married men, 36 married women, 51 children and 17 single women, with 100 men for railway construction. In addition to the above, Mr. Brewster booked 224 in England last year.

Lumbering.—There has been a fairly good demand for men for the woods; wages rule about the same as last year.

Manufacturing.—Factories were running, with orders ahead.

Mining.—The local mines, i. e., small copper properties, are closing down for the winter, but the large mines at Capelton and Eustis, and the asbestos properties are running full time.

Railroad construction and employment.—It is understood that the G. T. R. will lay double tracks between Sherbrooke and Lennoxville in the spring. This is a conjested piece of track, as the B. and M. have running power over the G. T. R. between these points.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were fairly active. The large contracts started in the summer are now nearing completion, and not much new work will be started before spring.

Metal.—These trades were quiet, as firms were reducing expenses owing to the condition of the money market. There were orders ahead in all the shops, and when the stringency is passed, full time will be resumed.

Woodworking.—These trades were active. Carriage and wagon workers were busy.

Printing and allied.—Printers, pressmen and bookbinders were quiet.

Clothing.—Journeymen tailors and garment workers were active.

Food and tobacco preparation.—Bakers and confectioners were quiet. Butchers and cigarmakers were active.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and laundry employees were active.

Transport.—All branches were active.

Unskilled labour.—This class was in good demand for the season.

DISTRICT NOTES.

Brompton Falls.—Work in the O. M. R. will be commenced this fall.

Eastman.—The C. P. R. still has a large gang of men repairing the track between the village and Eastman Junction, and intend taking up the old rails and putting down heavier steel.

La Patrie.—Preparations for the lumber season were under way in this section. The scarcity of hay is perhaps the most serious problem which faces farmers and lumbermen. The ruling price now is about $17 per ton, with very little available. Some farmers are selling off their stock rather than buy hay at the present advanced price.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Jos. J. Ryan, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has been very active, finer weather than in October prevailing. Lumber mill owners have succeeded in sawing most of their logs, and there are only about 125,000 left in the Government booms. All mills are now closed for the winter. Unskilled labourers were in great demand till the last week of the month, and were scarce until the lumber mills closed down. All factories have been working full time except the boot and shoe factory, which was not as active as in previous months. There has been over 100,000 tons of coal unloaded here during the navigation season, which is now closed. Wholesale and retail trade had a fair month. There have been no changes in rates of wages, and the best of feeling has prevailed between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was not much employment among the farmers.

Fishing.—Hardly any fishing was done.

Lumbering.—Shipping for local and neighbouring districts was active, but there was very little export trade.

Mining.—The Northern Aluminum Co. of Shawinigan Falls ceased operations. About six hundred hands were employed.

Manufacturing.—There are still over two hundred and fifty men employed on the construction of the new cotton factory.

Railway construction.—The C. P. R. is still unable to supply the necessary empty cars to the shippers of this district. The Great Northern and the Transcontinental have kept large numbers of men working on their new road in the county of Portneuf, in the parish of Deschambault.

CONDITION OF PARTICULAR TRADES.

The building trades had a busy month, but metal workers were quiet, though electrical workers, linemen and blacksmiths were active. Woodworkers had plenty of work, and carriage and wagon-makers were busy. The printing and clothing trades had a fair month, and miscellaneous employees were all working. Transportation employees were very busy. Unskilled labour became dull in the closing week of the month.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was not much change in the condition of the labour market in November as compared with the preceding month and the month of November, 1906. The building trades were very quiet. Several residences have been completed, and others repaired or improved. The city council has begun negotiations with an American company which desires to start a factory for the manufacture of asbestos. Sash and door factories, boot and shoe factories, the woollen factory, tanneries, and the organ factory were very active. The iron industry was very busy, with a demand for skilled hands. Unskilled labour was well employed owing to the fine weather. The work of widening the Grand Trunk Railway bridge for a double track was commenced. It was rumoured that several new factories would be established shortly. Rents and provisions were very high. Bakers, during the month, increased the price of the six-pound loaf from 16 to 18 cents. Milk was increased from 5 to 7 cents a quart. Wholesale and retail trade was good. The trade in furs was very active. The Eastern Clothing Company was very busy, with many orders on hand. This company employs regularly 120 workpeople in its factory and a large number of others at home. A

ladies' garment factory was also in active operation. Bookbinding establishments were very busy, night work being necessary. Banks reported easy collections and a good volume of business. There were no changes in wages and no strikes or lockouts during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were very good. Farm produce sold readily, and at good prices compared with those of last year. There was, however, no demand for farm hands. Dairy products were very high in price, as was poultry of all kinds. The re-opening of the classes at the St. Hyacinthe Dairy School will take place on December 2nd.

Manufacturing.—All industrial establishments were in full operation, with full staffs and plenty of orders ahead.

CONDITION OF PARTICULAR TRADES.

Building.—With the exception of painters, plumbers and gas and steamfitters, who were fairly active, these trades were dull.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers worked full time. Blacksmiths, horseshoers and boilermakers had an active month. Electrical workers were busy.

Woodworking and furnishing.—Activity prevailed.

Printing.—Conditions were favourable, there being an abundance of work.

Clothing.—Garment workers reported the usual fall activity. Boot and shoe workers were very active.

Food and tobacco preparation.—Bakers, confectioners and tobacco workers were fully employed.

Leather.—Exceptional activity was reported.

Miscellaneous.—Barbers, clerks, delivery employees, hotel, restaurant and laundry workers were very busy.

Transport.—Freight and passenger traffic was very heavy.

Unskilled labour.—Active conditions prevailed, and the quiet season for these workers will commence later than in past years.

DISTRICT NOTES.

Sorel.—The by-law granting certain privileges to Messrs. Duhamel and Bros. for the erection of a boot and shoe factory was passed. The building of the new factory was commenced. It will be of solid brick, 60 x 35 feet, with basement and foundations for heavy machinery. In return for a 20 years' exemption from taxation, the company guarantees to keep the factory running continuously and to pay at least $8,000 in salaries yearly. The Sorel Novelties Company, recently established, was in full operation. The tug "Corinne," which sank in Lake St. Peter after collision with the "Jessie Hume" has been floated and brought to Sorel for repairs.

St. Johns.—The progress of this city may be judged by the fact that there still remains $170,300 worth of new buildings to be completed, notwithstanding the fact that 29 constructions costing $44,600 were completed in 1907. The most important of the buildings yet to be finished are a military school, a post office, a chapel and school, a large hotel, and new electric power stations. The total population is at present 6,410 souls, of which 5,409 are French-Canadians. The total monthly salary of residents of St. John is $67,819.57, but this total will show an increase if the wages paid those belonging to Iberville, who work in St. Johns, are taken into consideration. There are 565 houses in the city. Since three years, there has been expended in new buildings and in repairs the sum of $454,533. This amount does not include the Singer Company's workshops, which alone cost over $1,000,000. St. Johns has several other large manufacturing establishments, and five banks have branches there. Five railways run through the city, and it has 13 hotels for the accommodation of the travelling public. Business in the port has doubled within the past three or four years, and trade with the United States is rapidly increasing. The manager of the Bell Asbestos Company of Ambler, Pennsylvania, has informed the city council that his company will establish at St. John a large factory for the manufacture of asbestos, and has asked for certain privileges.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity in the labour market decreased during November, some large establishments having reduced their staffs.

The Bradham White Lead Company, of London, Eng., is building a large factory in the town of St. Louis du Mile End. This factory when completed will give employment to over 600 men.

CONDITION OF PARTICULAR TRADES.

Building.—The trades were not so well employed as in the corresponding month of last year.

Metal, engineering and shipbuilding.—These trades were well employed, with structural iron workers very active.

Woodworking and furnishing.—Upholsterers and wood carvers were very busy, the other branches being well employed.

Printing.—Activity prevailed.

Clothing.—Owing to autumn trade opening earlier, the clothing trades have been busy, with boot and shoe workers active.

Leather.—Active conditions were reported.

Miscellaneous. — Delivery employees, hotel, restaurant and theatre employees were busy.

Transport.—The close of navigation has slackened employment in the transportation trades, but cab drivers, hackmen, carters, street railway employees, teamsters and expressmen were active.

Unskilled labour.—The market was overcrowded, no demand for this class existing.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Building operations during October were very active. The value of new buildings for which permits were granted was $998,159, whereas in October, 1906, it was $560,925. The permits for repairs amounted in October to $93,165; in October, 1906, they amounted to $32,820. The most important permit of the month was that granted for the erection of the new post office, valued at $487,537. The permits for the month were divided as follows: 118 residences, 1 warehouse, 2 factories, 1 stable, 19 sheds and 1 public edifice. The water works department purchased three new boilers for the lower pumping station at a cost of $13,939. According to the report of the superintendent of the fire alarm system, there was an increase in the number of fires and in the number of alarms as compared with October of last year. The total customs receipts on imports in the port of Montreal during October, 1907, was $1,458,420.46, compared with $1,326,522.72 in the corresponding month of 1906, or an increase of $131,897.74. From May 1, 1908, the water rate which was 7½ per cent. of the rental value, will be reduced to 5 per cent. The city will lose by this change $174,000 a year, but will remain with a balance on hand of $230,000. When administrative expenditure is substracted there will remain a surplus of $58,000. The public hospitals will each pay a uniform tax of twenty-five dollars for their water. Tax exemptions in 1903 were $40,000,000; to-day they are $54,438,670, or an increase of over $14,000,000. The confectioners of Montreal have decided to increase the cost of product 10 per cent. from December 9th. The cause is the fact that flour has increased by $1.50 per barrel, butter by 10 cents per pound, lard by 3 cents per pound, eggs by 5 cents per dozen and wages by 33 per cent.

CONDITION OF PARTICULAR TRADES.

Building.—Activity was reported in all branches.

Metal, engineering and shipbuilding.—Steam engineers, stove mounters, horseshoers and jewelers were active. Iron moulders, iron workers, machinists, electrical workers, linemen, blacksmiths, boilermakers sheet metal workers and tool sharpeners were busy. Shipwrights and caulkers were dull.

Woodworking and furnishing.—Hands were well employed.

Printing.—Printers, pressmen, bookbinders, etc., were very busy.

Clothing.—Glove makers were very active. Boot and shoe workers had fair employment.

Leather.—Activity prevailed.

Miscellaneous.—Furriers were very active and in great demand. Clerks delivery employees, hotel, restaurant, theatre and laundry workers were active.

Transport.—Street railway employees were active. Cab drivers, teamsters and expressmen were busy. Steamboat men and longshoremen were dull.

DISTRCT NOTES.

Ville St. Louis.—The monthly report of the building inspector shows the following new buildings for the month of October, 1907:—2 shops and 100 new residences. The total value of permits granted was $166,909.

Lachine.—The English company which purchased the Johnston farm will not commence building until next spring, when a large steel plant will be constructed. The town of Lachine voted $50,000 and a 20 year tax exemption in return for the works, the company guaranteeing to build a steel plant worth $250,000 and to employ 500 hands at the end of the first year, 1,000 at the end of the second and 1,500 at the end of the third year.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Notwithstanding the closing down of some sawmills during November the market for labour was busy at the end of the month. Saw-mills at Hull, Des-Chênes, Aylmer, Buckingham, and Templeton closed down on the 29th and 30th of the month, about a week later than last year. Contrary to press reports, the cut of the season was above the average and shipping more active than last year. There was no apparent falling off in the production of factories, employers now being able to obtain an abundance of hands, owing to the closing of the saw-mills. Some new factories started operations and others are proceeding towards completion. There was, however, a marked tendency to lower the wages of common labourers, mica girls and shantymen. The reduction of the wages of labourers was the usual one in winter, and represented about ten per cent.; that is, men receiving $1.50 per day formerly are now paid $1.35 per day. The decrease in wages among mica girls was due to the stringency in the American market, local firms either reducing their staffs or the wages of their employees. The decrease among shantymen was due to the fear of unfavourable conditions in the English market next year. Wages in this industry were exceptionally high in August and September last, but they dropped in November. Labourers for outside work at Eddy's were satisfied to accept $1.35 per day and there were plenty of hands available. The Laurentides Mica Company laid off about two thirds of its staff, or about 200 girls. The General Electric Company, rather than dismiss its staff, imposed a reduction of four cents per pound on mica, that is, the girls will cut and trim the mineral for 12 cents instead of 16 cents per pound. Shantymen who commanded from $30 to $35 per month and board in the early fall were only offered in November $1.00 per day, or $26 per month, and labour was abundant. Cooks who were paid $50, now obtain $30. J. R. Booth, who did not hire in the early fall, owing to the high wages, closed down his large saw-mills, both day and night shifts, on November 28th and the following day sent 700 men to his shanties. There were no prospects of reduced activity in the Eddy or Booth industries, the two main sources of employment in Hull. J. W. Woods' new factory started operations in the closing days of the month, with a moderate staff, which will be increased as the moving of the plant from Ottawa progresses. Shantymen's supplies are being manufactured there and about

50 girls are already at work; these will be increased to 200 in December. The new factory is of solid brick, five stories high, 180 x 90 feet in size. Exemption of taxation for ten years has been granted. Several private cottages will be built for the use of employees in the vicinity. It was stated that the company would utilize the balance of the ten acres of land owned by it for mills for the refining of precious metals for the Canadian mint.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Towards the end of November, a marked falling off occurred in the demand for men in the woods. Lumber manufacturers decided to curtail logging operations by about 25 per cent. owing to the high wages and excessive price of supplies. Wages for head log-makers have dropped from $35 per month to $30-$32. There has been a corresponding decrease in the wages of other classes, and ordinary hands are not offered more than $24 per month. Men are plentiful but there is no evidence that there will be much unemployed labor during the winter.

The building trades have continued more active than usual this autumn. Many carpenters were employed on inside work, and plumbers, painters and plasterers were fairly busy. The W. C. Edwards Company has a large staff employed on its new sash and door factory, which it hopes to have in operation in another month. Construction is going ahead actively on J. R. Booth's new sulphite mill in order to have it finished by spring. The Grand Trunk Railway Company has 50 men employed on preparatory work for the new central station. Altogether it is estimated that building operations for the season will surpass two million dollars, or an increase of over 10 per cent. compared with last year. The sum includes many fine dwellings; there would have been more of these, had it not been for labour troubles during the early part of the summer and tight money at the close.

The village of Ottawa East voted in favor of annexation to the city on terms of a fixed assessment for eight years. Arrangements are being made to have the village annexed on December 16.

Negotiations are nearing completion for an equal division of the Chaudiere water power between the holders on either side of the Ottawa river. The contract will necessitate the building of a new dam across the Chaudiere.

The James W. Woods, Limited, clothing and tent manufacturers of Ottawa, will remove its industry from Ottawa to Hull early in December. Nearly 200 hands are employed in the factory.

Twenty-four sheet metal workers of Ottawa have decided to form an international union and have made application for a charter.

Dating from November 1st, twenty-five pressmen, press feeders and bindery workers employed by the Ottawa Free Press had their hours reduced from 54 to 48 per week by voluntary concession.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Owing to a scarcity of fodder many farmers sold stock rather than incur the expense of feeding them through the winter. As a result beef and pork on the local market declined slightly in price during the latter part of November. Remarkably high prices prevailed for dairy produce, hay and grain.

Lumbering.—The demand for lumber was quieter, but the outlook is that stocks will be well broken up by the end of the season. Shipments by water from Ottawa were a little less than last year, owing chiefly to the late start of the mills. The best grade of shingles and medium grades of pine and spruce are nearly sold out.

Manufacturing. — Manufacturers of leather goods reported less activity than usual owing to a decline in orders from the North-west.

CONDITION OF PARTICULAR TRADES.

Printing.—These trades were busy.
Clothing.—Business was quiet.
Leather.—Some hands have been laid off owing to decline in trade.
Miscellaneous.—Business is active with hotels and restaurants and extra help has been engaged.
Transport.—Telegraphers are plentiful. Workers on the Rideau Canal finished for the season on November 28, about the same date as last year. Some spare men on the electric railway have been laid off till spring, but the regular staff was busy as usual.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was fair during November. As compared with last month and the corresponding period of last year there was a slight falling off in some lines, notably the building trades and corporation labour. Merchants, bankers, etc., reported a slight diminution in the amount of business from various causes, but it is expected that the Christmas trade will make up the difference, owing to the return of a large number of mechanics, marines, etc. There were no new strikes, lockouts or changes in wages or hours during the month. There were no new developments in connection with the tailors' strike. During the month a proposition was placed before the employees by the employers, but this was not satisfactory. The strike pay is coming regularly, and the tailors continue to meet twice daily. The employers claim that their work is going on satisfactorily.

On the 27th of the month two of the striking tailors were charged with having intimidated three tailors who had taken their places, by using threatening language toward them; on the 28th they had a hearing before the police magistrate, who, after hearing the evidence, imposed the maximum penalty of $100 fine or one month in jail. The city is negotiating for the purchase of quarry lots so as to have its own stone supply for the building and repairing of the streets next year. The quarries, if purchased, will give employment to a number of men this winter. The purchasing of these lots depends upon the passing of a $12,000 by-law to be submitted to the electors in January next. Only about $5,000 of the city's taxes remain uncollected. It is expected that next year the taxes will amount to about $6,000 more than those of the present year.

Under civic management a 10% reduction in general household water rates will be made, and the rates for baths and closets will be considerably lowered. The minimum household rate hereafter will be $3 per year. This is the fifth reduction made since the city took over the plant. The city council is petitioning the legislature for the repeal of section 25 of 1 Edward VII, as it is of the opinion that the size of a loaf of bread should be entirely within the control of the municipalties, as it was prior to the passage of the section noted. The bakers, of course, will fix the price according to the cost of production from time to time.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were quiet.
Fishing.—Somewhat active conditions prevailed.
Lumbering.—This industry was somewhat dull.
Manufacturing. — Active conditions prevailed. The locomotive works were very busy. An order was recently received for the supplying of four engines for the Prince Edward Island narrow gauge railway. These and other orders are being rapidly filled. Other industrial establishments continued active.
Mining.—Very active conditions prevailed.

CONDITION OF PARTICULAR TRADES.

Printing.—Active conditions prevailed.

Food and tobacco preparation.—Bakers, butchers, and cigar makers were active.

Leather.—Tanners and curriers continued busy.

Miscellaneous. — Furriers, broom-makers, laundry workers, etc., were active.

Transport.—All branches continued active. The marine season, now drawing to a close, has been a most successful one. There has been plenty of work and very few mishaps have occurred. Many sailors have arrived home, and the work of laying up the various crafts has already commenced.

Unskilled.—This class is not in great demand at present. The large influx of emigrants has caused a depression, but some are leaving for other parts.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of November was an exceptionally favourable one for almost every branch of labour, and as a result there were few out of employment, despite the fact that within the past year the population has increased over 500. Unskilled labour was in brisk demand and the wages offered were high. The demand came principally from the two big cement plants, a few miles east of the city, which found it difficult to secure sufficient help. Nearly 1,000 men are employed at these places. The Belleville rolling mills ran continuously day and night with a full force of both skilled and unskilled men; the fortnightly pay-roll of this industry is very large and its effect on business is appreciated by the merchants. Work on the premises of the new Brass and Steel Company is about completed; it gave employment to a large number of stone masons, bricklayers and carpenters. A large number of mechanics were employed in the construction of the new hotel St. Roman, which is expected to be completed about the first of the coming year. The iron industry had an active month, all workshops, foundries and machine shops working full time. A large number of men were engaged rebuilding the city gas plant, which was recently destroyed by fire. Building operations on the Government drill hall closed down for the season; this put a number of workmen out of employment for a short time, but many of the bricklayers went out to Corbyville, where a large distillery is being built. The Cheese Board closed down this month. This season's cheese prices were the highest in years. Banks reported money coming in freely, and no stringency has been felt in this section. The apple crop was large and brought in a lot of money. Retail and wholesale merchants reported an active month's business. There were no strikes or lockouts during November.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—All cheese factories were running during the month. Cheese Board prices averaged over 12 cents per lb; butter remained at 27 to 30 cents a lb; and eggs the same per dozen.

Fishing.—Active conditions prevailed. Herring were very plentiful, selling wholesale at $1.50 per hundred. A large number of men were engaged. Several million whitefish were secured for the Dominion Government hatchery at Sandwich.

Lumbering.—This industry is becoming less active.

Manufacturing. — Activity prevailed in nearly all branches.

Mining.—Conditions were very active in North Hastings, where a couple of new mines were opened up. A large quantity of talc was shipped from the mine near Madoc to the United States.

Railroad construction and employment. The Central Ontario Railway Company has completed its line as far as Maynooth, a distance of sixteen miles from Bancroft, the former terminus. The extension of this line will be continued in the spring.

CONDITION OF PARTICULAR TRADES.

Building.—All branches had an excellent month. Weather conditions

could not have been better for outside employment.

Metal, engineering and shipbuilding.—Iron moulders, helpers, brass moulders, machinists, foundry blacksmiths and boilermakers were active. Electrical workers and engineers were well employed. Hoseshoers had an active month.

Woodworking and furnishing.—Woodworking and furnishing establishments were very active during November, many orders being filled for outside points. The big increase to the population is creating a large demand for furniture of all kinds. Coopers were busy making cheese boxes and apple barrels.

Printing. — Printers, pressmen and bookbinders had an active month.

Clothing.—Journeymen tailors and boot and shoe workers were active.

Food and tobacco preparation.—The price of bread was advanced to 12 cents for a three pound loaf on the first of November. So many patrons started to bake their own bread that the price was reduced to 10 cents. Butchers had an active month, also cigar makers.

Miscellaneous.—Barbers, clerks, delivery employees, furriers, hotel and theatre employees, and laundry workers had an active month.

Transport.—Steamboatmen of all classes were actively employed. A large amount of freight was handled. Railway men were generally well employed. Cabmen, carters and draymen reported a busy month.

Unskilled.—This class was in demand at good wages.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during November was fairly active, though a number of workmen were out of employment. Most mechanics were fairly well employed. The general outlook for the winter, so far as outdoor work is concerned, is not encouraging. A number of men will be employed completing the interior work of unfinished buildings. Sewer work is still under way. Dredging, also, is giving employment to a number of men. The Water Commissioners are laying water mains on some of the city streets. The Bell Telephone Company is putting its wires underground. A few permits were issued for the erection of dwellings, and a number of buildings are under construction to be completed by the end of the year. Railway transportation was very active. Banks reported steady business, and wholesale and retail trade was active. Wages remain unchanged, and the labour market was free from unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing, hauling grain to market and fall ploughing furnished the chief occupation.

Lumbering.—Busy conditions prevailed.

Manufacturing.—This industry experienced a busy month.

Mining was dull.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers, painters, decorators and paperhangers, and plumbers were busy, with gas and steamfitters, stonecutters and builders' labourers active.

Metal, engineering and shipbuilding.—Iron moulders and helpers, machinists and engineers, steam engineers, electrical workers and linemen, brassworkers and shipworkers were busy, also sheet metal workers. Blacksmiths, tool sharpeners, horseshoers and jewellers were active, but boilermakers and bicycle workers were somewhat dull.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, and carriage workers were active, car builders experienced dullness of employment, while pattern makers were active and coopers busy.

Printing.—The allied trades were active, but not so active as last year at this season.

Clothing.—Journeymen tailors and garment workers were active. Hat makers were dull and boot and shoe workers busy.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were busy, cigar makers, etc., active. Ice-handlers had a poor month.

Leather.—Busy conditions prevailed.

Miscellaneous. — Active conditions prevailed with barbers and broom makers. Other trades under this heading were busy.

Transport.—Busy conditions prevailed in all railway branches. With steamboat employees dull conditions prevailed towards the latter part of the month. Street railway employees, cabmen, hackmen, carters and draymen were active.

Unskilled.—This class was well employed.

DISTRICT NOTES.

The Cheese Board at its last meeting sold 2,840 boxes at 12-13-16 cents per lb. The total number of boxes sold during the past year was 41,118, netting $400,000. The average price per lb. was 12 cents. Market prices of various kind of produce were as follows:—

Hogs, live	$ 5.25 cwt.
" dressed	7.50 cwt.
Hay	18.00 $20.00.
Hay baled	20.00 $22.00
Straw	6.00 $ 7.00 a load.
Potatoes	.80 per bag.
Apples	.50 to 1.00 per bag
Chickens	.70 to .75 pair
Geese	.90 to $1.00 each
Ducks	.80 to $1.00 pair
Turkeys	1.00 to $1.50 each.

General stores in the district reported a steady trade. Grist and sawmills were becoming slack.

Campbellford. — Good headway is being made with improvement work on the canal.

Lindsay.—The Machine Telephone Company is busy installing underground work.

Cobourg and Charlotte.—The large car-ferry has been placed in commission. The boat is 317 feet long, 56 feet beam and 37 feet from top deck to keel, fitted with twin screw expansion engine, developing 3,000 indicated horse-power, averaging 15 miles per hour. It will carry 25 loaded cars and 250 passengers, with a loaded draught of 15 feet. It is intended to carry coal north and lumber south. It cost $375,000.

Cavan Swamp.—Work on the drain has been suspended, about one half being done.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The prevailing financial stringency has unfavorably affected industry, and a large number of skilled mechanics in various lines were laid off. Conditions were less favourable than during October. While with one or two exceptions no large establishment has entirely closed down, the tendency towards retrenchment and reduction in working forces has been very general. This fact coupled with the influx of surplus farm labourérs and men employed during the summer on other outside work indicates that there is likely to be much lack of employment during the coming winter. At the annual meeting of the Associated Charities on Nov. 18th, the Secretary stated that extensive demands upon the funds would be made. It was asserted that all the charitable institutions were full, while there were many additional applications for assistance. Prof. Goldwin Smith forwarded a check for $1,000. A large number of recent immigrants are returning to their former homes.

The number of building permits issued in October was 334, representing an approximate value of $776,555, as compared with 570 permits, representing $1,536,595, in October, 1906.

The receipts of the Toronto Railway for October were $294,394, as compared with $271,104 for October, 1906.

A by-law to provide for the raising of $2,500,000 for the establishment of a

civic electric power and light distribution plant will be submitted to the vote of the ratepayers on January 1st. The estimate of the amount required is based on the receipt of about 12,000 h. p. with a possible increase to 20,000 h. p.

The T. Eaton Co., will enlarge its department store by erecting two additional storeys on the new portion of it, making it eight storeys high, at a cost of $55,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were mainly occupied with fall plowing and the marketing of produce, the fine weather during the greater part of the month being favorable for outdoor work. The root crops are all stored and it is anticipated that there will be plenty of coarse feed for stock.

Manufacturing.—The manufacturers as a rule are simply filling orders and not making goods for prospective trade owing to the tightness of money and the uncertainty of the situation.

Though the present difficulty is regarded as only temporary, the conservative policy of the banks in restricting accommodation has enforced retrenchment in all lines of production and throws many men out of work. The shipyard of the Canadian Shipbuilding Co., which had been gradually decreasing its force for some time, was closed down for the winter early in the month. The American Abell Engine & Thresher Co., employing 500 men, closed down in October, as is customary, for stock taking and repairs, and will not be reopened until the New Year, when a smaller force will be employed. The E. N. Dart Manufacturing Co., of Providence, R. I., manufacturers of gas fixtures, etc., will establish a branch factory. Lever Bros., soap manufacturers, will erect a large addition to their present buildings to cost $45,000. Frank H. Fleer & Co. will erect a chewing-gum factory on Sterling Road at a cost of $65,000. Work has been begun on the new factory of the James Morrison Brass Manufacturing Co.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades have been slack with a large proportion of men out of work. Weather conditions were for the most part favorable and work more continuous than usual at this season for those having employment.

Metal, engineering and shipbuilding.—These trades were generally quiet with many out of work. Brass workers were better employed than other lines. A number of jewellers and silversmiths have been laid off.

Woodworking. — Furniture workers, cabinet makers and upholsterers found trade quiet. Carriage makers were slack. Coopers fairly well employed. Pianoworkers reported a number out of work.

Printing.—Printers and bookbinders found trade dull with a number unemployed.

Clothing.—Journeymen tailors and garment workers were not so active as in October. Furriers had a good month. Hat and cap workers and boot and shoe workers were fairly well employed.

Food and tobacco preparation.—These trades had for the most part steady work.

Leather.—Saddlers and harness makers had a quiet month with many men laid off.

Miscellaneous.—Hotel and restaurant employees, laundry workers and barbers were fairly well employed. Clerks, salesmen, stenographers and those engaged in light occupations were much in excess of the demand.

Transport.—Railway and street railway employees, expressmen and teamsters were generally well employed. Men engaged in connection with navigation have mostly been laid off.

Unskilled labor.—A large number were out of employment.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The financial and industrial depression was plainly felt in this district in No-

vember. There were many more unemployed than in October, and more than at this season in any of the previous four years. There was little demand for labor and no indications that there will be any greater demand during the coming winter. Several new factories now being erected will not be in operation before spring. Factories in operation had all the employees at present required. Sewer building will be concluded in December. Large numbers of unemployed from the United States enter Canada here and the labor market was consequently glutted with men of every trade. Business was light on all lines of railways, but at the close of the season lake navigation was busy. Money was scarce and rates high, but local financial and commercial houses appeared to be holding their own. Another branch bank was opened in the city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fall plowing and apple shipping ended agricultural operations for the year.

Fishing.—Fishing in the lakes was very good.

Manufacturing.—Local factories were all running with full staffs, but some were busy on holiday orders and may reduce their output in December. Others report fewer orders than at this time last year, but some expect to run to full capacity all winter. The Ontario Power Company began to operate the fifth unit of its plant and will have the sixth running early in 1908. This will complete the equipment of the present power house. Each unit has a capacity of thirteen thousand horsepower.

Railroad construction.—The Buffalo, Niagara & Toronto railway closed purchases of lands for a right of way from Falls View to Stanford, but no announcement of railway construction was made.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were busy on new factories, but work will close in December. There were a number of idle carpenters. Lathers, plasterers, painters and stonecutters were quiet and builders laborers very quiet. Plumbers and gasfitters were active. The opening months of 1908 will probably be dull in the building trades here.

Metal.—Foundry men were active, but machinists, engineers and electrical workers were quiet.

Woodworking.—Coopers were busy for a short time, but were quiet at the end of the month.

Printing.—Business was steady but not particularly active.

Food and tobacco preparation.—Fruit and vegetable canneries completed the season's work and discharged many employees. Evaporators were busy.

Miscellaneous.—Retail clerks and stenographers were active, with hotel and restaurant business very quiet.

Transport.—Freight traffic on railways was light and showed little improvement as lake traffic decreased. Regular employees were all working, but no extra men were engaged, though many sought railway employment. Steamboat men were being laid off for the winter. Electric railways reduced the number of employees to suit winter schedules. Hackmen were quiet, but draymen and teamsters were active.

Unskilled labour.—There was little employment.

DISTRICT NOTES.

Fenwick.—Sixty hands were employed at the evaporator.

Bridgeburg.—Only fifteen men were working at the shipyards. A new "pure food" factory is to be built.

Niagara-on-the-Lake. — The cannery was busy. Outlook for the winter is dull.

Ridgeville.—A site was purchased for a fruit cannery to be erected next year. It will employ 100 hands.

Port Colborne.—The traffic on the Welland canal during the closing week of the season of navigation was very heavy. Good progress was made on the new grain elevator now being completed.

Welland.—Local industries were all prosperous. M. Beatty & Sons, engine and machinery builders, will increase their capital stock.

T. CATHARINES, ONT., AND DISTRICT.

Mr. James A. Wiley, correspondent, eported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

November was not characterized by he busy conditions that have prevailed n previous months of the year, and one r two industries have laid off hands wing to shortage of orders due to the tringency of the money market. With hese exceptions, labour was well em-loyed, and confidence is felt for a peedy return of activity. Municipal mprovement work, railway construction, tc., were completed for the year. Busi-ess was reported good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fruit growing in-ustry has increased from year to year ntil it is estimated that there are 10,000 cres in the Niagara Peninsula devoted o the growing of fruits. The prices pre-ailing this year for choice Canadian fruits nd the supply shows the possibilities for his industry. The Niagara district growers ave increased the yield by better tillage nd the introduction of better varieties. hat good returns for their labour is re-eived may be gathered from the fact hat whereas the average wheat crop roduces $30.00 to the acre, tomatoes ield all the way to $100.00 per acre. his year there were canning and pre-erving companies that hardly got the mount of fruit that could have been sed, and several additional concerns re projected. Quality is the great onsideration, and with strict attention o prompt marketing, high prices and eady sales, the farmer and fruit grower as much to encourage him.

CONDITION OF PARTICULAR TRADES.

Building.—These trades though not o busy as in former months were active.

Metal.—All branches were with few xceptions well employed.

Woodworking and furnishing.—Wood-workers, upholsterers, varnishers, po-lishers and carriage and wagon makers were active.

Printing and Allied.—Printers, press-men, machine hands and bookbinders were active.

Clothing.—Journeymen tailors and boot and shoe workers were busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, cigar makers and tobacco work-ers were active.

Leather.—Tanners, curriers and leather workers were active.

Miscellaneous.—Barbers, clerks, sten-ographers, delivery employees, furriers, hotel and restaurant employees and laundry workers were active.

Transport.—All branches were busy with a good volume of trade.

Unskilled labour.—This class was quiet, with the supply more than equal to the demand.

DISTRICT NOTES.

Thorold.—The labour market was sa-tisfactory. Good headway was made on waterworks construction, and work was begun on the new electric light water works power station.

Port Dalhousie.—The labour market was active. The Maple Leaf Rubber Works were advertising for help.

Merritton.—All the mills and factories were running full time, with labour well employed.

Ridgeville.—The Canadian Canners, Limited, has purchased six acres of land and will build a $10,000 factory, and cot-tages for the employees. The works will employ seventy-five women and twenty-five men and the plant is to be ready for operation by next summer.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Towards the end of the month labour was not very well employed, many

workmen in the large industries being laid off, while there was a slackness in most of the trades. Wholesale and retail trade so far has not been materially affected. Bank clearings and transportation were but slightly below the average. There was but one dispute, that among the barbers, who desired to shorten the Saturday workday. The effort met with opposition and a number of men were called out in certain of the shops.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fruit crops for the season just closed were plentiful and brought fair prices.

Manufacturing.—This industry has been fairly active, notwithstanding the number of men laid off, especially in the iron branches.

CONDITION OF PARTICULAR TRADES.

Building.—Building operations have fallen off in comparsion with previous months. Many men were out of employment. Bricklayers and carpenters were less actively employed than formerly, but plumbers, painters, lathers and plasterers had fair employment.

Metal.—Employment with stove and machine moulders, stove mounters, machinists, etc., was fair; with metal polishers and jewellers active, and with horseshoers somewhat slack. Blacksmiths had only fair employment.

Woodworking and furnishing.—Woodworkers, pattern makers, and coopers had active employment.

Printing.—Employment was active.

Clothing.—Journeymen tailors and garment workers found work somewhat slack, and boot and shoe workers were only fairly active.

Food and tobacco preparation.—Employment was active with bakers and butchers, but only fair with cigarmakers and tobacco workers.

Leather.—Workers on leather goods and harness workers were fairly well employed.

Miscellaneous. — Employment with bakers was only fair, owing to the difficulty concerning the shorter hour day on Saturday. Broommakers were actively employed and laundry workers fairly so.

Transport.—Electrical and steam railway employees had fair employment. Steamboatmen, longshoremen, etc., were somewhat slack.

Unskilled.—Slackness prevailed.

DISTRICT NOTES.

Dundas.—Labour and business conditions slackened somewhat in the various industries towards the latter part of the month. Wholesale and retail trade, bank clearings, etc., were fairly satisfactory. Construction work on the Hamilton and Brantford Electrical Railway is progressing, a number of unskilled men being employed.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was not so well employed in November as in the preceding month, nor did the month compare favourably with the corresponding month of last year. The building trade was exceptionally busy for the season. Some of the factories were busy, but others were somewhat slack, and a number of men were laid off for an indefinite period. A number of workmen have left the city. In two of the factories the wages of unskilled labourers were reduced from $1.50 to $1.35 per day; about 58 men were affected. The reason given for the reduction was that the supply exceeded the demand. A number of labourers are still receiving $1.50 per day, those affected by the reduction being of the lower grades. Merchants had a satisfactory month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy, the month being exceptionally favourable for outside work.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers plasterers etc., were very busy; painters and decorators were busy.

Metal, engineering and shipbuilding.—Iron moulders, coremakers, etc., found trade conditions somewhat slack, though in several shops brisk conditions prevailed. Machinists, engineers, electrical workers and linemen were busy. Metal polishers in several shops were busy. Similar conditions prevailed with stove-mounters, but blacksmiths were not very busy, while boilermakers and sheet metal workers, particularly the latter, were very busy.

Woodworking and furnishing.—Carriage and wagon makers found trade dull, while pattern makers and coopers were busy.

Printing.—The allied trades were busy.

Clothing.—Tailors were very busy.

Food and tobacco preparation.—Bakers, confectioners, and butchers were busy, and cigarmakers, etc., active.

Leather.—Saddlers and leather workers were active.

Miscellaneous. — Barbers, clerks, delivery employees, hotel and restaurant employees were steadily employed, and laundry workers were active.

Transport.—Railway trackmen and freight handlers were busy; street railway employees were regularly employed; teamsters and carters were busy, and expressmen had active employment.

Unskilled.—There was some unskilled labour unemployed at the close of the month.

DISTRICT NOTES.

Paris.—Practically all wanting work were employed during the month. The fabric mills were busy.

St. George.—A number of men and teams were employed completing the construction of the electric road between here and Blue Lake.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was in an unsettled state as compared with the conditions that have existed for some time. There has been a number of workpeople out of employment. The building trades have nearly completed their season's work. Many men in these trades seek indoor work for the cold months. This year, owing to the slackness in some shops and the feeling of uncertainty, few new men are being put to work. Two factories that were closed in the early part of the month resumed work on an eight-hour day basis. Another large factory also went on an eight-hour day temporarily. Notices have been posted in the shops of the Bell Co. that a reduction of 5% in wages will come into effect in December. This is the first general reduction of wages affecting any number of employees reported in some years. Towards the latter part of the month an improvement in general conditions was noted.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons and builders' labourers had a dull month. Carpenters, painters and plumbers had a quiet month.

Metal.—Some lines were very dull, others active, the stove trades being busy in some shops, with short time and reduced staffs in other lines. Moulders, machinists and coremakers had a quiet month. Tube mill workers were active.

Woodworking.—The woodworking trades generally had a dull month, short time being the rule in some shops. Woodworkers, piano and organ workers and carriage workers had a very dull month. Upholsterers had a quiet month.

Printing.—Printers had a quiet month..

Clothing.—Journeymen tailors and ladies' garment workers had an active month.

Food and tobacco preparation.—Bakers and cigarmakers were active.

Unskilled labour was very dull.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was satisfactory up to the middle

of the month, when civic improvement work ceased for the season. Had it not been for the Ontario Sugar Company factory starting up at this time there would have been about three hundred labourers out of employment. The factory referred to gave employment to about half the above number of workmen. The town has many men seeking employment.

A new rubber company has been formed, with Mr. Jacob Kaufmann president, and capitalized at $500,000. Actual operations are not to be commenced until next spring.

The population of Berlin is now 13,088, being an increase of 932 during the year. The total assessment amounts to $5,898,093, an increase over that of 1906 of $471,721. New cars for the city's street railway have arrived.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy delivering sugar beets at the factories.

Manufacturing.—Planing mills were active, but the furniture trade has not been so quiet in November for many years. The Canada Furniture Company's factory, and the Penman Company's factory are only working five days a week. The tanners also are working five days a week, the leather trade being very quiet. The Berlin Interior Hardwood Company was very busy, owing to the great demand for its product. The company found it necessary to run its establishment three nights a week to enable it to keep up with its increasing orders.

Railroad construction and employment.—The switch construction gang has been laid off, also about 25 sectionmen.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were busy until about the last week of the month, when about twenty-five were laid off. A few carpenters and joiners were out of employment. Lathers and plasterers, painters and paperhangers were busy; plumbers, gas and steamfitters active, and builders' labourers well employed. Stonecutters found employment somewhat quiet.

Metal, engineering and shipbuilding.—All branches were actively employed, excepting machinists, engineers and boilermakers, who were somewhat quiet.

Woodworking and furnishing.—These trades were very quiet. Upholsterers, varnishers and polishers and woodcarvers were quiet, also carriage and wagon makers.

Printing.—Quiet conditions prevailed.

Clothing.—Journeymen tailors and glove makers were active; garment workers, boot and shoe workers quiet.

Food and tobacco preparation.—Active employment prevailed.

Leather.—Quiet conditions prevailed with tanners and curriers. Trunk and bag makers were active.

Miscellaneous.—Active conditions prevailed.

Transport.—With the exception of expressmen, all engaged in transportation found business somewhat quiet.

Unskilled.—This class was very quiet.

WOODSTOCK, ONT., AND DISTRICT

Mr. M. W. McElheran, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during Novembe was dull, the factories generally runnin shorter hours, and in some cases shutin down altogether. A feature of the situ ation was that orders were plentiful, bu that large concerns found it difficult t get cash to meet payrolls. This was th reason given for the laying off tempor arily of about sixty men at the local fur niture factory, and the shortening of th day to eight hours. The Bain wagon fac tory closed down for two weeks for stock taking, and when work resumed, it wa only on an eight-hour schedule, and wit but little over half the staff. The mont was very good for iron-moulders, bein better than last year. Employment ha been very active in the district for som years past, so that the slight shortenin will not be so keenly felt. The unpai

taxes this year amounted to $6,998.54, while last year they amounted to $7,513,-46. Retail trade was quiet. There were no changes in the rates of wages and no labour troubles of any kind reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy preparing for winter, shipping apples, etc.; during the fine weather which continued up to the 26th, fall ploughing was in progress. Products from the farm still commanded highest prices. Butter sold as high as 37c. per pound, and eggs 30c., though towards the end of the month, these prices dropped a few cents. Cheese still sold at 12 and 12½c. on the Woodstock cheese board, though few sales were reported. An ordinance was passed by the City Council, requiring that all poultry (except wild fowl and live poultry) exposed or offered for sale on the public market, shall be properly dressed or cleaned, shall not be blown, and shall have the crops empty and heads removed. Work was still carried on on the county road, and good progress was made. The cost of road construction was reduced about $25.00 per day by the purchasing of a new road engine capable of drawing five cars. The engine keeps three crushers busy to provide the necessary loads. The outfit necessarily decreased the number of men employed.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were not very busy, the season's work being nearly finished. Carpenters were busy, judging from the small number of men asking for employment towards the end of the month. Lathers and plasterers were not rushed. Painters were all busy, though decorators and paperhangers had a quiet month. Plumbers, gas and steamfitters were busy, with wages good. Stonecutters, though few in number, were all steadily employed.

Metal.—Stove moulders had a good month, work being brisk and wages good. Machinists were steadily employed. Electricians had all the work they could handle. Stove mounters were busy. Blacksmiths and horseshoers throughout the district had a very good month. Jewellers, though quiet in the early part of the month, grew busier towards the close. Makers of farm tools and accessories were very busy, the Eureka Planter Co. reporting orders largely increased over last year. Wire fence manufacturers were quiet.

Woodworking. — Woodworkers of all trades had a quiet month, the lay-off at the furniture and wagon factories, and the shortening of the hours at the other factories affecting the upholsterers, varnishers and polishers, wood carvers and carriage and wagon workers. Organ and piano makers were also affected by the stringency of the money market, though in one factory there was no lay-off or short hours. Church organ manufacturers were very busy, there being several good orders on hand. Planing mills were busy.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carling, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during November was active, although there were a number of unemployed in the city. Upwards of 200 were laid off at the Grand Trunk Railway shops; some of them have found work in other shops, and others have left the city.

Activity continued in the building trades, permits to the amount of $10,784 having been issued the first two weeks of the month. Wholesale and retail merchants reported business fairly good. No changes in wages or hours of labour, and no trouble in the labour market was reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm produce has advanced in price, the following being current quotations:—

Butter, 28 to 30 cts. lb.
Eggs, 27 to 29 cts. doz.
Potatoes, 90 cts. to $1.00 bag.
Apples, 50cts. to $1.00 bag.
Chickens, 25cts. to 40cts. each.
Turkeys, 15 cts. lb.

Manufacturing.—All industrial establishments were busy.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were fairly well employed owing to the favourable weather. Carpenters, lathers and plasterers were busy. Painters and plumbers had a good month. Builders' labourers were more than equal to the demand.

Metal.—Iron moulders, iron workers and helpers found employment rather dull. Machinists, blacksmiths and boilermakers were active. Horseshoers reported a busy month.

Woodworking.—Woodworkers and carriage and wagon makers had an active month. Coopers were busy.

Printing.—Printers had an active month.

Clothing.—Journeymen tailors were busy. One clothing factory has not been running full time.

Food and tobacco.—Bakers and confectioners had a busy month; bread continued at the old price, 1½ pound loaf for 5 cents. Cigar-makers reported trade good.

Miscellaneous.—Barbers, clerks and delivery employees were active. Hotel and laundry workers had a busy month.

Transport.—Railway crews were active and freight handlers very busy. Cab drivers, draymen, teamsters and expressmen were active.

Unskilled labour.—A number were idle.

DISTRICT NOTES.

St. Mary's.—A by-law is to be voted on on December 9th for the loan of $6,000 to establish a wood-working factory, to employ from 15 to 30 hands.

Mitchell.—Fifty carloads of apples have been shipped from here, the bulk going to England and Scotland. Messrs. H. Hill & Co., bridge builders, have been awarded a $10,000 contract for a large bridge over the Maitland river.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A general decline in the activity of labour took place during November, and there was less employment in every line than at this time in any previous year for the past five years. In a number of factories, hands were being laid off, and in a few cases, business was suspended entirely. The stringency of the money market is blamed for the laying off of hands. One hardware company has commenced building an addition to its factory, 110x125 feet, composed of cement. Retail traders reported trade good, and wholesalers were shipping as much as usual at this time of the year. The Grand Trunk Railway Company's yardmen received an increase in wages of 12 per cent., dating from first of November.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A comparison of prices of farm produce is appended, showing the difference in prices compared with last year:

WEEK OF NOVEMBER 12.

1906.	1907.
Hay, $11.50 to $12.00 a ton	Hay, $17.00 to $18.00 a ton.
Straw, $4.00 a ton.	Straw, $8.00 to $8.50 a ton.
Oats, $1.10 cwt.	Oats, $1.50 cwt.
Turkeys, $.14 to $.15 lb.	Turkeys, $.11 to $.12 lb.
Ducks, $1.00 to $1.25 pair	Ducks, $.08 to $.10 lb.
Butter, $.22 to $.24 lb.	Butter, $.29 to $.31 lb.
Potatoes, $.80 to $.90 bag	Potatoes, $.80 to $.85 bag.
Apples, $.40 to $.50 bush.	Apples, $2.25 to $2.50 bbl.
Pears, $.90 to $1.00 bush.	Pears, $1.00 to $1.25 bush.
Dressed hogs, $8.75 to $9.	Dressed hogs, $7.00 to $7.50.
Milk, $.05 qt.	Milk, $.07 qt.
Bran, $.95 cwt.	Bran, $1.20 cwt.
Shorts, $1.00 cwt.	Shorts, $1.30 cwt.
Corn, $.95 cwt.	Corn, $1.20 cwt.

CONDITION OF PARTICULAR TRADES.

Building.—There was a sudden decline in activity in these trades, and very little building was going on. A number of bricklayers were out of work, but the carpenters were mostly all employed. Lathers and plasterers were busy, painters somewhat slack, with a number out of employment. Plumbers reported trade good. Stonecutters had very little to do. Builders' labourers found employment slack, and a number were out of work.

Metal, engineering and shipbuilding.—Iron moulders in some foundries were only working nine hours where they usually work ten. Iron workers reported trade fair. Machinists at several foundries

were working eight hours instead of ten, and with the force greatly reduced, notably at Leonard's. Electrical workers and linemen reported employment plentiful. Stove-mounters were working short time. Boilermakers were only working nine, instead of ten hours.

Woodworking and furnishing.—Carriage and wagon workers reported business quieter than in years. Car-builders were fairly well employed. A large addition is being made to the Grand Trunk Railway shops. Coopers reported trade dull.

Printing.—Printers and pressmen were all working. Lithographers were busy, also cardboard box makers.

Clothing.—Tailors reported trade very good, but conditions were somewhat dull with garment workers, two firms having closed down and others running with reduced forces. Boot and shoe workers had fair employment.

Food and tobacco preparation.—The local candy and biscuit factories slackened off earlier than usual, one of them having laid off over 50 hands. Cigar-makers were slacker than for years, there being over 50 idle.

Leather.—Tanners reported trade good, and saddlers were busy.

Transport.—Railway train crews reported a good month, with no curtailment.

Unskilled.—A large number were out of employment. Although the weather has been fine, business generally has declined. One firm advertised for two men, and received over one hundred applications.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions during November were generally satisfactory, with labour in most lines fairly well employed. The weather was unusually fine and mild, making work in out-door trades possible, and enabling incompleted building contracts to be proceeded with. While the labour market has not been as brisk as during the corresponding month, of 1906, there have not been many idle men in the city. As is usual at this time of year, there are certain classes not well employed, but on the whole, the month has been a very good one.

The dwelling house problem remains unsettled. There is still a scarcity of houses, and as a result many are compelled to go to lodging-houses.

It was said that the Pere Marquette Railway Co. would carry out the repair work necessary on Wabash rolling stock in their shops in this city. Should this arrangement be completed, it will necessitate an increase in the force of skilled and unskilled mechanics employed in the Pere Marquette shops. Heretofore, the Wabash railway has had all heavy work done in the shops on the American side. At the present time, Pere Marquette shop employees, with the exception of roundhouse workmen, and men employed upon the repair tracks, are working only five hours per day. Is is expected, however, that it is only a matter of a few days until the eight-hour schedule will be resumed, and it is possible that a ten-hour schedule may be put into effect. On November 26th, an order was posted in the Michigan Central Railway shops reducing the working hours from 50 hours a week to 45 hours a week, which means that instead of working 9 hours for the first 5 days of the week, and 5 hours on Saturday, the men will, until further notice, put in 8 hours a day for the first five days of the week and 5 hours on Saturday. These reductions in the hours of labour in the two railway shops are not the result of scarcity of work, but are due to retrenchments usually made at this time of the year. There is plenty of work, and it is only a matter of a short time until railway shop employees will resume the 8 or 10 hour workday.

Representatives of the St. Thomas Street Railway employees met the commissioners at a recent meeting, and made a demand for an increase in wages. They requested that wages be 15 cents per hour for the first month, 18 cents per hour for ensuing six months, and 20 cents

per hour thereafter. In addition to the above increase, pay is asked for occasions when men are called out to work and are not employed. The Secretary of the Board will communicate with electric railway companies in other cities of equal population to St. Thomas, to ascertain the wage rate for employees on electric roads in other places. The October statement of the Street Railway showed that while the number of passengers carried decreased, the receipts increased as compared with the same month last year.

Representatives of the Heinz American Pickle Company visited the city for the purpose of selecting a suitable location for the establishment of a large pickle plant. Fitness of soil for raising of products required in the manufacture of pickles, together with railway facilities, are important considerations.

At the commencement of the month, about 400 labourers were laid off along the lines of the Michigan Central Railway. As these men were employed on construction work during the summer, the laying off is not unusual, and does not affect this city to any extent.

The power question is at present being earnestly considered by the citizens. It is felt that St. Thomas manufacturers and municipal institutions have been at a greater expense in purchasing power than is necessary. A representative of the Hydro-Electric Power Commission was in the city November 26th, and furnished estimates as to cost of Niagara power. According to his figures, an outlay on the part of the city of $42,493.00 will be necessary before power can be delivered to the consumer. This means an estimated annual outlay of $8,146.00, and as the figures are based on 1,825 horsepower being used, the cost to the consumer, in addition to the figures quoted by the Commission for delivery at the city limits, will be $4.46 per horse power per year. The figures quoted by the Commission and submitted to the people, at the time the by-law was voted on last year, are $21.50 the minimum, or $26.50 the maximum.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were well advanced with fall ploughing, the weather being very favourable. Farm produce continued to bring high prices.

Manufacturing.—All branches had a busy month, with plenty or orders on hand.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were fairly well employed. There was little cessation in the work indoors, and considerable work was done outdoors. Bricklayers and masons have been working all month, and contractors report the season as being especially good. There has been a steady demand for bricklayers and masons, and in some cases, men have had to be brought in. There has been no scarcity of brick or building material.

Metal.—Moulders, machinists, blacksmiths and boilermakers reported plenty of work ahead, although many of them employed in railway shops, have had their hours of labour reduced.

Woodworking.—All were well employed.

Printing and allied.—Printers had an average month.

Clothing.—Tailors were busy.

Transport.—Railway employees reported the month a brisk one.

Unskilled labour.—As is usual at this time of the year, the supply was in excess of the demand.

DISTRICT NOTES.

Pt. Stanley.—The month has been active at this shipping port. Wheat, apples, hogs, beans, hay and potatoes constituted the bulk of shipments. The Traction Company entered Pt. Stanley during the month, and is now running cars to the terminal, handling some large fish shipments. A construction gang has been at work unloading stone for the protection and security of the west pier from heavy seas from the southwest.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed during November, but owing to the strin-

gency in the money market, a large number of the manufacturing firms are shortening the hours of labour, instead of reducing the staff, in order to keep all hands employed. On the 11th of November, the Chatham Auto Company made a cut of 25 per cent. in the wages of a number of its best hands; as a result, a number left for Detroit. Merchants reported trade fair, although in many lines, owing to the continued mild weather, there is no demand. The Chatham, Windsor, and Lake Erie Electric Railway Company is still unable to proceed with the construction of the roadbed south of the Grand Trunk Railway.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers generally are through with their fall work, and although in some instances their crops have not been up to former years, the prices obtained have evened things up. Prices for produce during the past month were as follows:—

Wheat, $.95 per bushel.
Beans, $1.50 per bushel.
Oats, $ .45 per bushel.
Corn, $.60 per bushel.
Barley, $1.35, cwt.
Hay, $15.00 ton.
Butter, $.28 to $.35 lb.
Eggs, $.30 doz.
Live hogs, $5.00 cwt.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons reported trade slackening, owing to most of the larger buildings being completed, but carpenters, plasterers and plumbers were busy. Gas and steamfitters reported the month ahead of the corresponding month of 1906. There was a demand for additional stonecutters. Builders' labourers were fairly well employed.

Metal, engineering and shipbuilding.—Machinists reported trade slack, and a number laid off for a time. Electrical workers and linemen, blacksmiths and boilermakers were busy.

Woodworking and furnishing.—Slack conditions prevailed with carriage and wagon makers; some were working only eight hours per day.

Printing.—Printers, pressmen and book binders were busy.

Clothing.—Journeymen tailors and garment workers found employment somewhat slack, but expect an improvement next month.

Food and tobacco preparation.—Bakers and confectioners reported business fair.

Unskilled.—The supply exceeded the demand.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was quiet compared with last month, and a number of men were out of employment, owing to the stringency in the money market and the postponement of contemplated operations and undertakings. Building operations have shown a marked falling off; with the exception of a few dwellings to be finished, there is no work in sight at present. The manufacturers, with a few exceptions, have had a quiet month, and several have closed down for a short time. The wholesale and retail merchants reported trade fairly good, but money scarce. The milk dealers have raised the price of milk to eight cents a quart. The movement of the large Canadian stock breeders to make Windsor the principal sale centre for buyers from the United States was inaugurated on November 28, when the first sale took place.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have completed their fall ploughing, and are now attending to work incidental to the season of the year. Hay and all coarse seeds were high in price and very scarce.

Manufacturing.—All industrial establishments experienced an unusually quiet month.

CONDITION OF PARTICULAR TRADES.

Building.—Many bricklayers, carpenters and builders' labourers were out of work. Plumbers were fairly busy.

Metal, engineering and shipbuilding.—There was a lull in the activity of the iron trades towards the latter part of the month. Most of the iron and brass manufacturers have had to lay off some of their hands, and are running their establishments with as few as possible. Ten have closed down until the commencement of the new year.

Woodworking.—Fairly active conditions prevailed.

Printing.—The allied trades were well employed.

Clothing.—Tailors and garment workers were active.

Food and tobacco preparation.—Bakers, butchers, cigar and tobacco workers were fully employed.

Leather.—Leather workers reported trade quiet on new work, but had plenty to do on repair work.

Miscellaneous.—Barbers were all working, and hotel and restaurant employees were fairly active.

Transport.—Railway and steamboat employment in all lines was steady. Teamsters and expressmen were not very busy.

Unskilled.—The supply was equal to the demand.

DISTRICT NOTES.

Sandwich.—The cost of new buildings erected and improvements made in Sandwich during the past twelve months amounted to over $100,000.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fully employed during the month, supply and demand being well balanced. Merchants were having their goods for the holiday trade rushed in by boat. Money was tight. Wholesale and retail trade was fair.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The sawmill was still running, the cut being all sold. The veneer and pulp mills were working full time. The wages of men for the lumber camps have dropped about $5.00 per month, $20 to $28 per month being now paid.

Manufacturing.—The Canadian Tool Company, a new industry, has been operating about a month. There are 12 men employed, and the company is looking forward to increasing the staff shortly. The steel plant and blast furnaces were busy. The reported shortage of pig iron here was incorrect. There are plenty of orders ahead. The charcoal plant, machine shop, etc., were all working full time.

CONDITION OF PARTICULAR TRADES.

The *printing* and *clothing trades* were busy. In the *woodworking, food and tobacco preparation,* and *miscellaneous trades* conditions were reported as normal. In the *building* trades, plumbers, gas and steamfitters were busy, the other branches normal. Horseshoers and jewellers were busy. Normal conditions were reported in the other *metal* trades. In the *transport* trades, freight-handlers, steamboat men and longshoremen were busy, and the others active.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During November, employment has not been as plentiful as in the previous month, nor has it been as plentiful as in the same month of last year. Work outside of the city on railroad construction has been plentiful, and for the winter there will be employment for a large number on rock work. Ordinary earth grading has already ceased, and the men employed in this way will be able to find work in the woods for the winter months. The teams employed on the railroad grades will also be utilized for hauling firewood to the sidings, and to keep them employed will require a very large number of men. Attention has been directed

to this class of enterprise by the present high price of firewood and the low stocks on hand. Dealers have had great difficulty in getting supplies commensurate with a reasonable estimate of the probable consumption. Well seasoned wood is scarce, the supply being practically exhausted by the unusual length and severity of last winter.

Work on laying conduits for the system of government telephones in Winnipeg has practically ceased, but the new exchange building will be completed without any cessation of activity.

The Provincial Government announce that early in the year 1908 operations will be commenced upon the erection of a new provincial gaol. Plans have already been prepared and approved by the government.

Building permits issued during the first ten months of the year were as follows:—

1907.	Permits	B'ldgings	Cost.
January	48	54	$ 62,000
February	82	92	189,150
March	225	264	687,700
April	464	537	1,170,600
May	450	543	1,155,000
June	337	412	1,090,750
July	273	325	896,350
August	164	181	388,550
September	139	150	382,950
October	95	96	132,650
Total	2,277	2,654	$6,155,700

On public works, activity for the year has ceased. It has been intimated by the mayor of the city that sewer construction will continue during the winter months. Work actually accomplished is shown in the following table:—

Kind of Work.	Constructd 1907. Miles.	Previously Constructd. Miles.
Pipe sewers	10.552	
Concrete sewers	4.898	
	15.450	141.558
Domestic water mains	20.008	147.305
High pressure water mains	1.924	3.0
Domestic Hydrants	170	868
High pressure hydrants	39	8
Asphalt pavements	7.876	33.463
Block pavements	.617	22.43
Macadam pavements	.516	37.537
Granolithic walks	7.944	57.871
Plank walks, new	16.805	279.056
Plank walks, renewal	.705	3.018
New grading	11 5	165.9
Sewer connections	2,231	10,362
Water connections	2,370	14,964

A new high pressure water service, covering the centre of the city, to be used only for fire protection purposes, is partially completed. Two units are already in operation.

The amount expended during the year in general municipal improvements exceeded $1,500,000.

Trade, wholesale and retail, has not exceeded that of last year. No complaints are being made from retailers in the city of Winnipeg, but wholesalers complain of the difficulty in making collections at some points in the west. The banks have in many cases curtailed credits, and this has had a tendency to contract the volume of business.

A prospectus has been issued announcing the proposed establishment of a new bank to be called the Bank of Winnipeg. It will have a capital of $2,000,000. A meeting of the shareholders of the proposed Bank of Canada was held recently, but no definite announcement as to what the provisional directors propose to do has been made.

The first galvanized ironware factory commenced operations in Winnipeg during the month, and promises in a short time to give employment to many workpeople.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — The secretary of the Northwest Grain Dealers' Association, reports wheat marketed up to November 15th as follows:—

	Bushels.
Inspected, 18,417 cars	19,700,000
In transit	1,600,000
In store at country points	8,540,000
Total	29,840,000

Oats marketed up to the same period were as follows:—

	Bushels.
Inspected, 1,800 cars	3,240,000
In transit (not inspected)	325,000
In store at country points	450,000
Total	4,015,000

Mr. Fowler's opinion is that 52 per cent. will be of contract grade, and 48 per cent. No. 4 and inferior. The total yield of all grain is estimated to be 163,936,500 bushels. Wheat is estimated to yield 12.9 bushels per acre; oats, 34.3, and barley 25.3. Flax, the total crop

of which is 1,071,500 bushels, yielded 10.2 bushels per acre. Of 146,070,000 bushels of oats and wheat, only 33,855,000 have been marketed.

Lumbering.—Work in the woods cutting firewood will be plentiful, as many contractors are preparing to employ all their forces in this enterprise. As to lumbering proper, there is not likely to be so marked an activity as last year.

Railroad construction.—Operations during the winter will be normally active.

CONDITION OF PARTICULAR TRADES.

Building.—In the building trades there was a cessation of activity. The volume of trade has not been nearly so large as in the previous year. Many new buildings are approaching completion.

Metal.—The engineering trades are feeling the effect of the monetary stringency, and staffs are being gradually reduced. There is not likely to be any marked activity until next summer.

Woodworking.—Woodworkers were not busy. Only a fair amount of work is being asked for, and plants were not working to full capacity.

Printing.—The allied trades were moderately active. Most of the skilled workers were kept fully employed.

Clothing.—Conditions were a little dull. Although there were no complaints as to lack of employment, the employers anticipate that they will have to dispense with some hands before the winter is over.

Leather.—The leather trade was normally active. There does not appear to be much change in the demand for new goods.

Miscellaneous.—In the customary migration to the city in the months preceding winter, there are large numbers of workpeople endeavouring to get light work indoors. Many at the present time are out of work.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Business conditions during November were active, despite unfavourable crop reports and the tightness of the money market. The fine weather enabled building operations to continue on many buildings. The stone work on the new Salvation Army citadel was completed; the bricklayers have finished laying the brick on the new addition to the asylum; the brick work on the new roundhouse of the Canadian Northern Railway Company was completed. Work was commenced on the erection of the new pop factory for the Brandon Brewery Company, and the Symington Company has made considerable additions to its store.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The open fall has enabled farmers throughout the province to get considerable fall ploughing done. It is estimated that fully twenty-five per cent. more ploughing has been done this fall than ever before. The stringency of the money market is not so noticeable in Manitoba as might be expected. It is said that fully seventy-five per cent. of the wheat raised in Manitoba during the past season has been marketed, the farmers taking advantage of the high prices which prevailed earlier in the season.

Lumbering.—The Hanbury Lumbering Company will not send any men to its lumbering camps this winter, as it has sufficient lumber now on hand for next season. This company during the past season has shipped a large quantity of fixtures to points on the Canadian Pacific Railway. It has also secured the contract for supplying and adjusting the fixtures for the Great Northern Railway depot.

Manufacturing.—The daily output from the Wheat City Flour mills was over 630 barrels.

Railroad construction and employment.—Seventeen working trains have been taken off by the Canadian Pacific Railway Company and started hauling grain. The new Canadian Northern Railway from Brandon to Regina is nearing completion. Farmers are already shipping grain on this line; freight has been shipped for some months past. The Grand Trunk Pacific contractor stated that sixty miles of grading east of Saskatoon will be ready

for the rails shortly, and that the prospects of the line reaching Portage this year were excellent.

Other industries.—The Bell Telephone Company has made a considerable number of extensions and improvements to its system throughout the district.

CONDITION OF PARTICULAR TRADES.

Building.—The trades were active finishing the season's work, weather conditions permitting outside work. Plumbers were busy, and steamfitters found employment brisk.

Metal, engineering and shipbuilding.—Iron moulders, machinists, steam engineers, sheet metal workers and boilermakers were active.

Woodworking and furnishing.—Woodworkers, upholsterers and pattern makers were active, but with no openings.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors and garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meatcutters cigarmakers and tobacco workers were actively employed, with an opening for a butcher with capital.

Miscellaneous.—Trade with barbers, clerks, stenographers, delivery and laundry employees was active.

Transport.—Traffic on the railway was not as heavy as during the corresponding period of last year. Cabmen, teamsters and expressmen were active.

Unskilled.—The supply was equal to all demands.

DISTRICT NOTES.

Yellow Grass, Sask.—The Western Fire Clay Products Company, Limited, of Winnipeg, is about to build a large brick and sewer pipe works close to this town. The company proposes to employ from 60 to 100 men.

Vonda, Sask.—A by-law to raise $15,000 for a waterworks system was carried by a large majority.

MOOSEJAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of labour during November was seriously affected by the money stringency and the shortage of cars, which prevented producers from receiving the highest prices. Although there is still a number of houses being erected, the principal employment was with the railway and the municipal corporation. The city has opened the new gravity water supply system. Transportation business, while not as active as in October, was still heavy, and the men employed in the service were accorded good mileage. Railway employment was fair, train crews making good mileages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — The agriculturist was handicapped by inefficient transportation facilities and the scarcity of money.

CONDITION OF PARTICULAR TRADES.

Building.—Inactivity was the rule in the various branches.

Metal and engineering.—Conditions were fair in the different branches. Electrical workers were busy.

Woodworking and furnishing.—Conditions were dull.

Printing.—The printing trade was not up to the standard of October, but was regarded as fair.

Clothing.—Trade was fair.

Food and tobacco preparation.—Conditions of employment were fair.

Leather.—Conditions were dull.

Miscellaneous.—Barbers reported business good; clerks and stenographers fair, and hotels and restaurants, etc., very good.

Transport.—Transportation employees, compared with the corresponding period of last year, were exceptionally active, the weather being more favourable.

Unskilled.—In spite of prevailing conditions, unskilled labour found fair employment.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market has been somewhat quiet; so far as the building trades are concerned, work is practically suspended till the beginning of next season. The Stonecutters' Union has disbanded till next spring, the majority of its members having left the city. Several bricklayers and masons are still employed, but the work is not likely to last long, as almost all the buildings that have afforded employment during the season are completed, or nearly so. Last year, building operations were in progress throughout the winter, but with the exception of carpenters and plasterers who will be employed on interior work, the building trades will be closed down entirely this year. The last stone on the new city hall was laid on November 19. The cost of the building was $140,000. The new Darke block was completed during the month, at a cost of $125,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing has been general throughout the month, and operations are now almost completed. Exceptionally favourable weather conditions have prevailed. The season's output is very unevenly distributed amongst the farmers, many of whom have had the best results in many years' experience, while others have had the worst. It is worthy of note that not only is the oats crop the largest in the records of the province, but the average yield per acre has been exceeded in only two years since crop figures were first compiled in 1898.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, stonecutters and masons were very quiet, and so far as these branches of the building trade are concerned, business for the present season is at an end. Carpenters and joiners were fairly busy. Lathers and plasterers were active. Painters were all fully employed. Plumbers, gas and steamfitters were actively employed. Builders' labourers were very quiet. A few labourers were actively engaged in street and park improvements for the city.

Metal.—Electrical workers were active.

Printing.—Printers were active in all branches. Bookbinders were also active.

Food and tobacco preparation.—Cigar makers were fairly active, though business has fallen off somewhat during the last two months.

Miscellaneous.—Barbers were fairly active.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during November was practically in the same condition as last month. A number of contractors were rushing work in order to finish by the setting in of winter. The city was also pushing its improvements as far as possible before the ground became frozen. The supply of labour generally exceeded the demand, and it is expected that during the month of December there will be idle men in the different trades; but unskilled labour was well employed for the time of year. The transportation companies were kept busy. The moving of grain is steadily increasing year by year. Bank clearings for the weeks ending November 7th and 14th reached the highest amounts in the history of the clearing house, amounting to $1,820,000 and $1,814,000 respectively. For the week ending November 21st, the clearings amounted to $1,570,000, an increase of 7 per cent. over the corresponding week of last year. Wholesalers reported an increase in trade over the previous month, with collections fair. Retail trade has been fair.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busily engaged teaming grain to market, thresh-

ing, and saving the root and vegetable crops.

Mining.—The coal mines were being operated on as large a scale as the furnishing of cars by the railroads would permit, and it is generally believed by the coal dealers that there will not be a shortage of coal this winter, the consumers having laid in a part of their winter's supply, and the dealers having more coal on hand than they had last year.

Other industries throughout the locality were well employed considering the tightness of the money market.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinney, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was not employed to as great an extent as last month, or a year ago. Fewer men were engaged, and the number would have been further reduced but for the continued fine weather. In nearly all branches the supply more than equalled the demand. The usual exodus of mechanics to the coast at this season of the year has been more marked than usual.

The City Council again put in force an agreement entered into with the Trades and Labour Council last spring, whereby labourers employed by the city should receive a minimum wage of $2.25 for an eight-hour day. A number of men have been laid off by the city, and also by the company putting in the sewer. Some of these men are finding employment in the different lumber camps now beginning operations for the winter; others will perform homestead duties for the next few months.

Wholesale and retail trade was fairly active.

Coal mining will be carried on this winter more extensively than ever before. Some new mines have been opened up.

Telephone communication has been established between Edmonton and Beaver Hill's P. O., Bruderheim, Lamont, Chipman, Mundare, and Veguville, there being an exchange of 65 phones at Veguville. All of these may be reached by a subscriber in Edmonton, Strathcona or Fort Saskatchewan. The lines between Wetaskiwin and Daysland have been opened for business with offices at Wetaskiwin, Gwynne, Rosenroll, Camrose, Bawlf, Ohaton and Daysland; likewise the line between Lacombe and Stettler, with toll offices at Lacombe, Chigwell, Valley City, Lees, Alix, Content, Erskine and Stettler. Within the next two or three weeks, the line east of Veguville will also be opened.*

Express parcels received in October numbered 240, and in October, 1906, 106.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Homestead entries for the month of October were 327, and for October, 1906, 387.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, lathers, plasterers, painters, plumbers, all reported trade as dull, with a number of each craft idle. This also applies to electrical workers, linemen and sheet metal workers. Printers and pressmen were dull, but barbers and cigar-makers reported trade fair. The supply of unskilled labour was more than equal to the demand.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay districts during November was quiet, owing to the falling off in the lumber trade and the depressed state of the metal market, the latter particularly affecting the mines that produce a considerable proportion

(*) For a reference to the convention of the society of Equity at Edmonton during November, see opening article of present issue.

of copper values, and throwing over a thousand workmen out of employment in this district. The tendency of wages was downward. The miners at Rossland held a referendum vote as to whether they should voluntarily reduce their wages to the scale in force prior to June 1, 1907. It was resolved to make the reduction, such action ensuring the continuous working of the Rossland mines.

The erection of the Court House at Nelson is making satisfactory progress. The Canadian Bank of Commerce is expected to occupy its new building about December 1.

CONDITION OF LOCAL INDUSTRIES.

Mining.—The Consolidated Mining and Smelting Company of Canada, Limited, recently paid its November dividend at the rate of 10% per annum on its issued capital stock, making $848,825.00 paid in dividends to date. This is one of the largest companies in the Kootenay district; it operates the War Eagle and Centre Star groups of mines at Rossland, the Eureka group near Sandon, the extensive Trail smelting and refining works, the Snowshoe and War Eagle group of mines at Pheonix, and the St. Eugene mine at Moyie, at which the company has on its payroll slightly over four hundred workmen. At Moyie also, the Cambric Mining Company, which owns the mining claims underlying Moyie Lake, is now engaged in sinking a double compartment shaft two hundred feet out in the lake, with a depth of sixty feet of water, and with a depth of thirty-five feet of clay and gravel before solid rock is reached. Fair progress is being made, and the shaft is now down about twenty feet in the clay and gravel. This is said to to be the first effort in Canada to mine under the waters of the lakes for precious metals.

The Crow's Nest Pass Coal Company is now producing more coke than is required by the smelters, the shuting down of the several smelters in the Boundary district recently bringing about this result. The coal company, however, reported that it could find sale for more coal than they can produce with its present force, and that it is in a most prosperous condition, as evidenced by this month's payroll for the company's three collieries and coke ovens, which amounted to $205,416.00, being the largest payroll to date.

The town of Hosmer, situated eight miles east of Fernie on the Canadian Pacific Railway Company's Crow's Nest branch, has advanced rapidly during the past year, growing to be a town of nearly one hundred houses, with many buildings planned for next year. The C. P. R. Company is now engaged in opening up and developing a new and valuable coal mine at this point, there being now over three hundred men employed in this connection, the company having a sawmill of its own on the spot for the cutting of mine timber. It is reported that the mine will be ready in one year's time to produce coal and coke on a large scale, thus ensuring a plentiful supply of coke for the Kootenay and Boundary smelters. Hosmer has four hotels, three stores, two meat markets, a public school, a post office and a railway station.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in this district has been quiet throughout the month, and there is a large number of idle men, with slight prospects of steady employment during the winter months. A new fish company has been organized, and has secured some water front lots, on which a cold storage plant, with the necessary wharves, will be erected; another company is contemplating the erection of a factory for the purpose of making concrete blocks. A contract has been let for the construction of a roller skating rink, to cost about $8,000.00. Beginning on the first of the year, the school teachers of this city will receive a substantial increase in their salaries. Though there is a number of idle men in the city, and the staff in many of the local indus-

tries have been reduced, there has been no reduction made in the wages of those who have been kept on, with the exception of the Chinese and Japanese employed in the sawmills. The land registry receipts for the month of October were $1,916.97, and for the corresponding month of last year, $1,880,00.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have finished their season's operations. Good prices prevailed for all commodities. There were nineteen creameries established in the province, all doing well and earning satisfactory dividends for the shareholders. The total quantity of butter produced by the creameries during the year 1905 was 1,456,343 pounds, and the average price was 26.6 per pound; the output in 1906 was 1,636,877 pounds, and the average price 27 cents per pound; the figures for 1907 are not yet available, but there are indications that the demand for first-class butter is far ahead of the supply. The prevailing retail price ranges from 35 to 40 cents a pound.

Fishing.—This industry is quiet at present, the cohoe packing season having closed. The canners reported that the season has been the past in years. About twenty carloads have been disposed of in the eastern markets.

Lumbering.—A number of the sawmills have reduced the number of their employees by about half, and some of the mills have ceased operations for an indefinite period. This has affected the logging camps, and a number of them have closed down, the net result being that a number of men have been thrown out of employment.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions were somewhat dull.

Metal and engineering. — Conditions were dull, except among steam engineers, who were active.

Woodworking and furnishing. — Carbuilders were busy, but shingle weavers found employment dull.

Printing.—Printers and pressmen were busy.

Clothing.—Journeymen tailors, boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and cigar makers were active.

Leather.—Tanners and curriers were active.

Miscellaneous.—Barbers, hotel and restaurant employees and laundry workers were active, but clerks and stenographers found employment dull.

Transport. — Steamboatmen, street-railway employees, teamsters and expressmen had active employment.

Unskilled.—Dull conditions prevailed.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during November was dull, some fifteen hundred men being reported out of employment. The weather, up to the 20th, was all that could have been desired, but there was a heavy falling off in building. The prospects are that the ranks of the unemployed will be considerably augmented during the coming winter.

The North Coast Lumber Company, with a capital of $1,000,000, to acquire, own, buy and sell realty, was organized.

Prices declined 1 cent in butter and eggs, while hams and bacon were lowered ½ to 1 cent. Dressed chickens were quoted at 22 and 23 cents a pound wholesale. California navel oranges made their appearance for the first time this season. The market was well supplied with potatoes. Flour was quoted at $7.25 a barrel. Cut nails were advanced 25 cents a keg. Other lines of hardware were steady and trade was brisk.

The delayed fall business is coming in by degrees, and it is expected that the half year from October to March will be active There has been no falling off from the high rents that have prevailed, owing to the increase in population during the past year. Collections were light and money scarce.

The new steamship, Celtic, built at the Wallace shipyards, for the Coast Steamship Co., at a cost of $40,000, made her first trip from Vancouver to Steveston.

CONDITION OF PARTICULAR TRADES.

Building.—The various branches were inactive, a large number of labourers being out of work.

Metal, engineering and shipbuilding.—Sheet metal workers reported trade good, but that there was no demand for additional men. There are about 70 men, of whom about one quarter were idle. Moulders reported trade fair, with no demand for additional men.

Woodworking and furnishing.—Factory men reported a great falling off in trade, and a large number of men out of employment.

Printing.—Printers on the newspapers have asked for an increase in wages of 50 cents a day all round. The present rate is: Day work, $4.00 for 7½ hours; night work, $4.50 for 7½ hours. The job printers' new scale, which went into force on November 1, is $24.00 for 48 hours; for 5 days, 8 3-4 hours, quitting at 12 o'clock on Saturday. Printers reported a surplus of hands. Bookbinders reported trade good.

Clothing.—Journeymen tailors reported trade only fair for this time of the year, but boot and shoe workers were active.

Food and tobacco preparation.—Cigarmakers reported trade fair. Bakers, confectioners, butchers and meat cutters were well employed, with a demand for extra men.

Leather.—Workers on horse goods reported trade active. Tanners and curriers were well employed.

Miscellaneous.—Barbers, clerks, stenographers, etc., reported trade dull. Waiters reported active employment for the month. A large number of white cooks arrived during the month, displacing Chinese. Laundry workers were very active, all being well employed, women receiving $1.10 to $1.75 for nine hours.

Transport.—All transportation lines were very active. In some instances, train crews worked overtime. Street railway employees were well employed, with no demand for additional men, though a large number apply daily to get work on the road. Freight-handlers reported trade fair, and teamsters and expressmen were well employed.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A number of men were looking for employment in several branches of work. These, in nearly all instances, are newcomers, attracted to this part of the country by the recent reports of scarcity of labour here. It has been ascertained that, with one exception, the industries have all the labour they require, and are receiving numerous applications for employment from new arrivals in the city. The one exception was the Albion stove works, where it is stated that a few stove mounters, moulders and sheet iron workers are required. This firm claims it has failed to secure the services of sufficient mechanics to enable it to satisfactorily fill orders, although paying union wages, $3.50 per day, to the stove mounters and sheet iron workers, and good wages to the stove-plate moulders, who usually earn from $3.75 to $5.50 per day. The firm employs about 45 journeymen regularly. In the building trades, there was a large number of men out of employment, not because building had fallen off, but because the contractors have all the men that they require. All local men are working, thanks to the continued fine weather, which has allowed outdoor work to be carried on this year longer than usual. This has particularly favoured the painting trade. The employing painters say that this has been the best season for years. At the lumber mills, there is no scarcity of white lumber. The British Columbia Marine Railway Company has announced a reduction in the wages of some of its labourers from 25 cents per hour for nine hours to $2.00 per day of the same number of hours, making a total reduction in wages of $1.50 per week. The prevailing opinion among the busi-

ness men is that the stringency in the money market all over the continent will not seriously affect this city to any great extent, owing to the developments on a large scale which will take place on Vancouver Island.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The fishing and canning season is closed. The whaling station at Kynquot has closed down for the winter, and the whalers have established a station at Nanaimo, the reason being that weather conditions will not permit of successful whaling in the outside waters. This has not been a successful season for the sealers, a little more than half the usual catch being the total for the year. Last year the total catch was 9,900 seals, while this year it was only 5,235, with 38 sea otter skins. The reason given for the poor catch is that the white hunters have to remain outside the 60 mile limit, while the Japanese sealers, who are not bound by the same regulations, hunt inside a three mile limit; consequently, very few seals get outside the limit, and those that do are so wild that it is hard to kill them.

Lumbering.—Although numerous logging camps on the mainland have recently closed down, it is not known that any on the lower part of Vancouver Island have done so, except the camp of the Taylor Mill Company at Union Bay, which closed, as is customary, for the winter, and will re-open in the spring. The mills here have plenty of logs for the winter, and all were running full time. No changes in wages have taken place. There is no scarcity of white labour in this industry, but on the contrary, a number of applications for work have been received. It is stated that the Red Cliff Lumber Company, of Duluth, with large holdings on the coast, will soon commence the development of its interests at Alberni; the mill it expects to erect will have a capacity of 250,000 feet per day, and when started, will give employment to a large number of workmen.

Mining.—While the smelters located in the Kootenay district have closed down recently, owing to the decline in the price of copper, the smelter at Ladysmith, 40 miles from Victoria, is still running. On Prince of Wales Island, one mine operated by the Alaska Industrial Company continues to ship regularly, and with supplies from the Tyee, and other mines, the smelter is kept running. News of another strike of copper at Jedway, on the Queen Charlotte Islands, was brought to the city recently. The seam discovered is stated to be over twelve feet wide in places, and to extend for over a thousand feet; it is expected that it will prove one of the most profitable on the Islands, as the ore is of good grade.

CONDITION OF PARTICULAR TRADES.

Building.—While fine weather lasts, the building trade will be busy, as there is no abatement in the number of new residences being erected. There were plenty of men to do all the work offering.

Metal, engineering and shipbuilding. Iron moulders and iron workers have been kept busy, also machinists, electrical workers and linemen. Stove moulders, stove mounters and sheet metal workers employed at the Albion stove works have all the work they can do. Blacksmiths were busy, with plenty of men to do the work. Boilermakers and shipbuilders were busy at the yards of the British Columbia Marine Railway Company and the Victoria Machine depot, on repair work on the vessels "Charmer" and "Tartar," which were in collision recently, and on the "Indravilli," which recently ran on the rocks when passing Kellett's Bluff. The shipwrights at Turpel's yard will be kept busy for some time. Horseshoers were busy.

Woodworking and furnishing.—Woodworkers, upholsterers and polishers had satisfactory employment. Coopers were busy, while pattern-makers were steadily employed.

Printing.—Active conditions prevailed. The shortage of linotype operators has been fully supplied. Work at the Government printing office has increased to such an extent that it has been found necessary to install two linotypes. The "Times" is also putting in a new linotype.

Clothing.—Journeymen tailors and garment workers had satisfactory employment.

Food and tobacco preparation.—The baking and confectionery trade is regular, and does not fluctuate to any extent. This is also the case in the cigar-making industry.

Miscellaneous.—Barbers were fully employed. Clerks were steadily employed. Hotel and restaurant employees found business good.

Transport.—Normal conditions prevailed with ship labourers, longshoremen and street railway employees. Teamsters and expressmen were busy.

Unskilled.—The supply of unskilled labour seems to exceed the demand. The city keeps a force of about 280 men of this class more or less employed, and there is enough new work for a large number of men for some time. It is not thought wise, however, to start much new work at this time of the year, especially cement sidewalks.

DISTRICT NOTES.

The price of butter and eggs has increased, the former selling at 50 cents a lb. and the latter at 70 cents a dozen.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been a marked change in the labour market since last month, there being at present a large number of men out of work in the district. The principal industry affected is lumbering, the shutting down of the logging camps and sawmills having thrown a large number of men out of employment. Activity continues in the coal trade, which is the principal industry in this district. Thus far, wholesale and retail dealers have not felt any depression. Travel both by rail and boat has been heavy. There have been no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There has been little activity among farmers.

Fishing.—Fishermen have not had much employment, but the run of herring is expected to commence at any time. The whaling station has commenced operations, having already taken several whales; it employs about 100 men, and there is every indication that the business will be a success, as on the west coast of the Island.

Mining.—Conditions at the quartz mines were quiet, but coal mines were still working to full capacity, and not experiencing the shortage of men as during the summer. Unskilled labourers are now in excess of the demand. The new coal mines being opened up in this district are pushing development work, and some of them expect to be shipping soon. Work has been steady at the quarries and at the smelter at Ladysmith.

Railroad construction and employment.—Work at clearing the right-of-way for the extension of the railway was progressing. The masonry work on the filling of this city is about finished, and the steam shovel is expected soon. The work is estimated to cost about $60,000.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons reported employment somewhat quiet, but carpenters and joiners were active for the time of the year. Plumbers were also actively employed, and painters fairly so, but quietness prevailed with builders' labourers.

Metal, engineering and shipbuilding.—Machinists and engineers had active employment, but carriage and wagon makers reported conditions somewhat quiet.

Printing.—Printers were fully employed.

Miscellaneous.—Teamsters and express men reported work active.

Unskilled.—While some unskilled labour was employed steadily, there was a large number of men out of employment in the district.

INDUSTRIAL DISPUTES INVESTIGATION ACT 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF NOVEMBER.

DURING the month of November, seven applications for the establishment of Boards of Conciliation and Investigation were received at the Department, being respectively as follows:—

I.—On behalf of the employees of the Duggan and Huntrods Company of Taber. The number of employees affected is estimated at 40.

II.—On behalf of the employees of the Canada West Coal and Coke Company of Taber, Alberta. The number of employees affected is estimated at 150.

III.—On behalf of the employees of the Domestic Coal Company of Taber, Alberta. The number of employees affected is estimated at 50.

IV.—On behalf of the employees of the Strathcona Coal Company, Limited, of Edmonton, Alberta. The number of employees affected is estimated at 40.

V.—On behalf of the Grand Trunk Railway Company of Canada, for the adjustment of differences with the telegraphers employed on its railway. The number of employees affected is estimated at 500.

VI.—On behalf of Pioneer Lodge, No. 1, P. W. A., of Springhill, N. S., relating to various differences between the members of the Lodge and the Cumberland Railway Co. The number of employees affected is estimated at 900.

VII.—On behalf of the Canadian Pacific Railway Company, for the adjustment of differences with the carmen employed on its western lines. The number of employees affected is estimated at 1,215.

Of applications received prior to the beginning of November, proceedings in connection with which remained unfinished at the close of the preceding month, there were the following, viz.: The application on behalf of the employees of the Hillcrest Coal and Coke Company at Hillcrest, Alberta, and the application on behalf of the employees of the Canadian Consolidated Mining and Smelting Company, working in and around the St. Eugene mine at Moyie, B. C.

With regard to the first named of these, the report of the Board established was received during the month, and is printed below.

In the case of the Canadian Consolidated Mining and Smelting Company of Moyie, B. C., the Board proceeded during the month with an investigation of the differences referred to it, but had not reporred to the Department at the end of the month. A statement of the proceedings during the month of November, in connection with the various applications, is printed herewith.

I—SETTLEMENT OF THE DISPUTE AT HILLCREST, ALBERTA.

THE findings of the Board of Conciliation and Investigation established for the adjustment of differences between the Hillcrest Coal and Coke Company, Limited, at Hillcrest, Alberta, and certain employees of that Company were received in the Department during the month of November. The Board had been established by the Honourable the Minister of Labour on September 24th, on an application made on behalf of the employees, and consisted of Mr. Frank H. Sherman, Taber, Alberta, recommended by the employees; Mr. J. R. McDonald, Hillcrest, Alberta, recommended by the the employing Company, and the Honourable C. W. Fisher, Speaker of the Legislative Assembly of Alberta, Chairman, appointed by the Minister, the members of the Board appointed on the recommendation of the parties to the dispute having failed to agree on the recommendation of a third member. The Board met on Monday, October 7th, at Frank, Alberta, and endeavoured to arrive at an agreement

without the aid of witnesses. Failing in this, an adjournment was made to Hillcrest, Alberta, where witnesses were examined under oath, and an investigation of the differences before the Board was made, lasting several days. Two reports were presented to the Minister, one signed by the Chairman and Mr. John R. McDonald, the member of the Board appointed on the recommendation of the Company, concerned in the dispute, received in the Department on November 4, and a minority report signed by Mr. Frank H. Sherman, the member of the Board appointed on the recommendation of the employees concerned in the dispute, received in the Department on November 8. Each report made recommendations for the settlement of the differences that had been the subject of investigation.

Subsequently to receiving the findings of the Board, the Department received information respectively from Mr. Frank H. Sherman on behalf of the employees, and from Mr. C. P. Hill, managing director of the employing company concerned in the dispute, to the effect that an agreement had been reached between the Company and its employees on the points at issue. The reports of the Board are printed below.

The Majority Report.

To the Honourable,
The Minister of Labour,
Ottawa, Ont.

Sir:—

On the twenty-fourth day of September 1907, we, Charles Wellington Fisher, Frank Henry Sherman and John Robert McDonald, were, in pursuance of the provisions of Section 6 of the Industrial Disputes Investigation Act, 1907, constituted a Board of Conciliation and Investigation to endeavour to bring about the settlement of a dispute then existing between the Hillcrest Coal and Coke Company, Limited, of Hillcrest, in the Province of Alberta, hereinafter called "The Company," and certain employees of the Hillcrest Coal and Coke Company, Limited, and to this end expeditiously and carefully to enquire into the dispute and all matters affecting the merits and the right of settlement thereof.

The said Frank Henry Sherman is the appointee on the recommendation of the employees, John Robert McDonald is the appointee on the recommendation of the company, and Charles Wellington Fisher is the appointee of the Honourable the Minister of Labour.

The undersigned members of your said Board of Conciliation and Investigation hereby beg to submit the following report:

Pursuant to agreement, we, the said Board, met at Frank, in the Province of Alberta, on Monday, the seventh day of October, 1907. We spent the whole day in endeavouring to arrive at an agreement and adjustment of the dispute without the aid of witnesses. Failing to agree, we adjourned to Hillcrest, where we summoned a number of witnesses before us, requiring them to produce the books, papers and other documents necessary to make a thorough investigation, and we spent the rest of the week in taking evidence from witnesses under oath.

John R. Calvin, Peter Patterson and John A. McDonald all appeared on behalf of the employees, and Charles P. Hill appeared on behalf of the Company. Each side was given every opportunity to present its case.

Your Board has carefully weighed the matters affecting the merits of the dispute, and we find that the Company was handicapped to a considerable extent in getting railway cars for shipping coal and extra cost of placing coal on cars.

We, the undersigned members of the Board, make the following recommendations for the settlement of the dispute:—

The following should be the minimum rates paid for the following services, but nothing in this recommendation shall be construed to prevent the employer from paying higher wages or rates to any workman if they so desire.

Mining.—Rate to be 50c. per gross ton.

Yardage.—Levels to be 10 ft. wide, 7 ft. high on low side, and thickness of coal on upper side, $1.75 per lineal yard.

Parallel airway.—To be 6 ft. x 10 ft., $1.75 per lineal yard.

Crosscuts between levels.—To be 6 ft. x 8 ft., $1.50 per lineal yard.

Room crosscuts.—To be not less than 8 ft. x 8 ft., not to e driven more than 25 ft. from one side, no tracks; $1.00 er lineal yard.

Timbering.—Room timber, maximum to be 10 in. in ameter at butt, and 16 ft. in length, $1.00 per set; required to set timber of larger dimensions to be paid r in proportion or set by the Company. Entry timber, aximum to be 12 in. in diameter at butt, 14 ft. in length, 2.00 per set with lagging; if required to set timber of rger dimensions, to be paid for in proportion or set by e Company.

Props.—All props exclusive of those used to set brat-ce or chutes. Chutes, 5 c. per lineal foot.

Track laying.—All tracks to be laid by the Company, cept the pair of temporary rails to the face, which ould be laid by the miner without charge.

Chutes.—Thirty cents per lineal yard, 5 planks 2 x 12, posts every 8 ft., with cross pieces. This includes sheet on.

Brattice.—Five cents per lineal yard for each foot in ight.

Brushing.—Six ft. wide, 5c. per inch per lineal yard; ? ft. wide, 10c. per inch per lineal yard. All materials be delivered at nearest cross-cut to face in rooms; in tries as near the face as possible. Company to take l coal in chutes from nearest cross-cut to face in rooms.

Wages for Company men under ground, 8 hour shifts:

re bosses	$3.50	
rattice men	3.00	
rattice men's helpers	2.50	
mbermen	3.00	
rivers	2.75	
mber men's helpers	2.50	
rivers, wet places	3.00	
rack layer's	3.00	
rack layers' helpers	2.50	
iners	3.00	
iners, wet places	3.50	
utes loaders	2.62½	
bourers	2.50	
mber handlers	2.75	
ock miners	3.50	
wer-foot men	2.62½	for ten hours
wer-head men	2.62½	"
ate pickers (boys, $1.25)	2.25	"
r oiler (boys, $1.50)	2.25	"
lly boy	1.25	"
amsters	2.62½	"
acksmiths	3.67½	"
acksmiths' helpers	2.62½	"
rpenter	3.67½	"
rpenters' helpers	2.62½	"
wer house engineers	3.67½	for twelve hours.
wer house engineers	3.15	for eight hours.
n man	2.62½	for twelve hours
oist man	2.89	for eight hours.
ox car loader engineer	3.15	for ten hours
pple engineer	3.15	"
comotive engineer	3.15	"
comotive engineer's helper	2.75	"
r repairers	3.15	"
mpmen	$2.25 to 3.15	for twelve hours
mpmen	$2.25 to 2.62 ½	for eight hours
reman	2.62½	for eight hours
ox car shovellers	2.62½	for ten hours
R. R. car handler	2.36	"
l other outside labour	2.25	"

We further recommend as follows:—

Any miner failing to earn the minimum te of wages, $3.00 per day, on account abnormal conditions of his working ace, the Company should pay him a sufficient amount to secure him the same minimum.

In any case where it may appear that a member of the United Mine Workers of America has not been fairly treated, the Company should, through its officials, meet a pit committee appointed by the United Mine Workers of America.

This committee should first meet the pit boss or mine manager, and endeavour to settle the trouble, but in case of their disagreement, it should be referred to the superintendent of the Company and president of the Local Union; should they fail to agree, it should be referred to the general manager and district president of the United Mine Workers of America for adjustment.

The pit committee above referred to should have access to the mine from time to time to make examinations as allowed by the Coal Mines Regulations Ordinance, and for the purpose of investigating any disputes that may occur between the officials of the Company and the men employed in the mine.

The Company should deliver workmen house coal at $2.50 per ton.

The Company should allow the miners to employ check-weighers, and should grant the said check-weighers every facility to enable them to render a correct account of all coal weighed; and should allow the cars to be tarred from time to time, and the machine to be properly tested from time to time; and should deduce from the wages of all contract miners such amounts as will be designated from time to time, and should pay over the same to the Secretary of the Local Union, for wages of check-weighers.

Men should be allowed to work as partners, but in the event of it being necessary for the foremen calling upon any two who may be working as partners, to do any class of work, other than their regular work at the working face, paid by day wage, that the minimum miner's wage, viz., $3.00 per day, should be paid to but one of the said partners, the other receiving what is designated as helper's wage, viz., $2.50 per day.

When a place is abnormal, preventing said partners from earning the minimum

miner's wage as designated in this contract, viz., $3.00 per day, but one of the said partners should be made up to the said minimum, the other receiving a minimum day wage, viz., $2.50. per day.

The Company should give to the United Mine Workers of America full recognition and concede the "check off system," i. e., upon individual request in writing by any of the Company's employees, should deduct such amounts from their wages each month as may be designated for dues, assessments and initiation fees. In other words, the Company should retain from the wages due employees any sum they may have given orders upon the Company for, in writing, payable to the persons or associations designated in such orders.

We enclose the depositions of the witnesses which were taken before us.

All of which we most respectfully submit.

(Sgd.) C. W. FISHER,
Chairman of the Board.

(Sgd.) JOHN R. McDONALD,
Appointee of the Company.

Cochrane, Alberta, October 24th, 1907.

The minority report.

To the Honourable
The Minister of Labour,
Ottawa, Ont.

Re the dispute at the coal mines of the Hillcrest Coal and Coke Company between the Company and its employees:

The undersigned, acting as representative of the employees upon the Board of Investigation and Conciliation appointed by you, begs to report as follows:

Your Board spent considerable time at Frank, Hillcrest and Cochrane, taking evidence and deliberating upon the evidence before it. Several attempts were made during the course of the investigation to settle the dispute, but of no avail.

I failed to agree with my colleagues upon their recommendations to you, and respectfully submit my findings and recommendations for the settlement of the dispute.

COST OF PRODUCING COAL.

The main argument of the employers for their not conceding to the demands of the employees was on the excessive cost of producing coal as compared with other mines in the same coal field. A number of documents were submitted and statistics were quoted by the Company to prove this. I believe them to be incorrect, and in all cases where these arguments are used by employers a competent expert should be employed to examine all books and accounts in order to find the actual facts. The Company were frequently asked by me to produce their costs sheets, but always said that they had none. The cost of producing coal is generally stated at least once a month on a cost sheet by the mine managers, and submitted to the directors. That this was done was shown by the daily cost sheet sent to Chairman Fisher at Cochrane, and bears the date of Sept. 10th. Hillcrest mine output, 424 tons; shipped 323 tons. Total cost of labour and materials, $394.65; 424 tons costing $394.85, or 93.1 per ton. Number of men employed, 121. On further examining the documents, you may find further details. It would not be fair to take the above and say that this is the cost of producing coal, inasmuch as this is only one day's report. To my mind this gives a fair inkling of what the proper examination of the books would have revealed.

By a reference to the certified statement put in as evidence by General Manager C. P. Hill, you will find a sum of $701,000 is stated to have been invested in the Company. To anyone acquainted with the property of the Company, this is ridiculous, and suggests "watered stock." This company, as with as others, can pay a good return upon actual cash invested, but not upon "watered stock."

DISCRIMINATION BY C. P. R.

The price paid to the Company for coal by the C. P. R. was said to be $2.00 per ton, run of mine. To the commercial trade, $2.40 per ton was said to be the price charged. This gives the C. P. R. an advantage over other people of 40

cents per ton. It was also shown that all the coal could be sold to the commercial trade for $2.40 per ton, but that the C. P. R. would not provide transportation facilities to enable the Company to market its product properly. It would appear that there is a concerted effort on the part of the C. P. R. officials to cripple the commercial trade of small mines in order to obtain coal cheap. Shortage of cars at Hillcrest mines is also responsible for some discontent among the workmen, owing to their losing time. I would beg to recommend that the government take some measures to protect the small companies in the Crows' Nest Pass from the rapacity of the C. P. R.

RECOMMENDATION FOR SETTLEMENT.

In order that the miners of Hillcrest may be placed upon a level with the other miners in the Frank coal field, I recommend that they receive the following contract rates, viz., 55c per ton of 2,240 lbs., together with the rates for dead work that prevail in Coleman No. 2 seams.

DAY WORK RATES.

Underground and outside labour, the same as prevails in the surrounding collieries belonging to the Western Coal Operators Association. The conditions and hours of labour should be in accordance with the general agreements at present in force at the mines of the above association.

It being admitted by the Company that they were already paying more than district rates to many of their employees whom they considered exceptionally good men, a clause should be inserted protecting these men against any reduction under a new agreement.

The new agreement should date from the 1st day of September, 1907, until March 31st, 1909.

If the Company will agree with its employees along these lines, I see no reason why industrial peace should not prevail and a prosperous time for the Company ensue.

All of which is respectfully submitted by

(Sgd.) F. H. SHERMAN,
Member of Board.

A Note from the Employing Company.

Mr. C. P. Hill, Managing Director and Treasurer of the Hillcrest Coal and Coke Company, Ltd., writing under date of Nov. 18, in acknowledgement of the receipt of copies of the above reports from the Department, stated:

"I am now pleased to report that a settlement has been arrived at between the Company and its men closely along the lines of the recommendation of the said Board of Conciliation, and wish to extend to your good offices my most sincere thanks for your assistance in the matter."

II—THREE APPLICATIONS FROM COAL MINERS AT TABER, ALTA.

THREE several applications for the establishment of Boards of Conciliation and Investigation were received on November 5 from coal miners at Taber, Alta. being on behalf of the employees respectively of the Canada West Coal and Coke Company, the Duggan-Huntrods Company and the Domestic Coal Company, the differences indicated in the three cases being practically the same. In the course of the establishment of the different Boards, the Minister was informed by the members appointed on the recommendation of the respective parties to the several disputes that they had failed in each case to agree on a recommendation with regard to a third member, and was requested therefore to appoint a third member and chairman; the members in question also suggesting to the Minister the desirability of appointing the same chairman in each case. The Minister thereupon on November 20 appointed the Honourable Mr. Justice Stuart of Calgary, Alta., to be third member and chairman in the case of each of the three Boards.

The differences referred for adjust-

ment in the case of each application related to wages, hours and conditions of labour, a schedule setting forth the men's demands being submitted in each case. The demands included full recognition of the union, the check-off system, eight hours from bank to bank, a minimum daily wage of $3 to miners, weekly payment of wages, etc. In addition to the number of employees affected in each case, the applications respectively set forth that the disputes concerned a number of persons using domestic coal on the prairies. The Department had not, at the end of the month, received information concerning the proceedings of the several Boards.

The application on behalf of the employees of the Canada West Coal and Coke Company was signed by Hopkin Evans and Robert Doodson, president and secretary respectively of Local Union No. 1,959 of the United Mine Workers of America. The number of employees concerned in the dispute was estimated at 150. The Board was duly established by the Honourable the Acting Minister, being constituted as follows: Frank H. Sherman, Taber, recommended by the employees; S. A. Jones, Taber, Alta., recommended by the employers, and the Honourable Mr. Justice Stuart, Calgary, chairman.

The application on behalf of the employees of the Duggan-Huntrods Company was signed by James Boyle and William Murdock, president and secretary respectively of Local Union No. 102 of the United Mine Workers of America. The number of employees concerned was estimated at 40. The Board was duly established as follows: Frank H. Sherman, Taber, recommended by the employees; Joseph Shorthouse, Taber, recommended by the employer; the Honourable Mr. Justice Stuart, Calgary, chairman.

The application on behalf of the employees of the Domestic Coal Company was signed by James Boyle and William Murdock, president and secretary respectively of Local Union No. 102 of the United Mine Workers of America. The number of employees concerned in the dispute was estimated at 50. The Board was duly constituted as follows: Frank H. Sherman, Taber, recommended by the employees; Robert Duggan, Taber, recommended by the employer; the Honourable Mr. Justice Stuart, Calgary, chairman.

III.—DIFFERENCES BETWEEN THE CANADIAN PACIFIC RAILWAY AND ITS WESTERN CARMEN.

ON November 22, the Department received an application on behalf of the Canadian Pacific Railway and signed by Mr. Wm. Cross, of Winnipeg, assistant to the 2nd Vice-President, for the establishment of a Board of Conciliation and Investigation to which might be referred for adjustment certain differences between the Company and the carmen employed on its western lines, and being members of the Brotherhood of Railway Carmen of America. The number of employees affected by the dispute was estimated at 1,215, of whom 15 were stated to be under the age of 21 years. The dispute was said to relate to certain demands made by the employees, namely: (i) for a reduction in the number of working hours from ten to nine hours; (ii) for an advance of pay to compensate for such reduction in the working hours, which represented, according to the application, advances of wages varying from eleven to twenty per cent. The Railway Company took exception to both these demands. A further subject of difference was indicated as follows: viz. "The Company and the carmen desire the Board to inquire into and make recommendations concerning the pipefitters in connection with the carmen."

The Department also received a communication from the employees concerned enclosing a copy of the rates of pay and change of hours which had been presented by the employees through their committee to Mr. G. H. Eaton, assistant master carbuilder, and head of the c

department, western lines, Canadian Pacific Railway.

The Board was duly established by he Honourable, the Acting Minister of Labour, being constituted as follows:—Mr. A. M. Nanton, Winnipeg, recommended by the employing company; Mr. J. H. McVetty, Vancouver, recommended by the employees; and Professor Odlum, Vancouver, B. C., chairman, recommended by the foregoing members. The Board was fully constituted on Nov. 26.

No proceedings were taken by the Board prior to the close of the month, but arrangements were made for its meeting at Winnipeg on December 3.

IV.—MINING DISPUTES AT STRATHCONA, ALTA., REFERRED FOR ADJUSTMENT.

ON November 12 the Department received a communication signed by John W. Saint and John R. Galvin on behalf of the employees of the Strathcona Coal Company Limited, being members of the United Mine Workers, America, making application for the establishment of a Board of Conciliation and Investigation to which might be referred for adjustment certain differences between the employees and employing company above indicated. The number of persons concerned in the dispute was estimated at 40. The demands on the part of the employees were stated to be as follows, viz:—A change in the hours of labour requiring an 8 hour day from bank to bank, a change in wages requiring weekly pay of legal tender, a change generally of the conditions surrounding the working in and about the mine, and recognition of the United Mine Workers of America.

The Board demanded was duly established by the Honourable the Acting Minister of Labour, being constituted as follows:—Frank H. Sherman, Taber, Alta., recommended by the employees; F. L. Otter, Edmonton, Alta. recommended by the employing company; and George Montgomery, Edmonton, chairman, appointed by the Minister on the recommendation of the foregoing members. Mr. Montgomery was appointed under date of December 2.

V—A NEW BOARD REQUESTED TO DEAL WITH DIFFERENCES AT SPRINGHILL, N. S.

THE Department received, on November 21, an application signed by James Cawfield and William Watkins, master workman and secretary respectively, of Pioneer Lodge, No. 1, Provincial Workmen's Association, for the establishment of a Board of Conciliation and Investigation to which might be referred for adjustment certain differences between the Cumberland Railway and Coal Company of Springhill, N. S., and certain of its employees. The number of persons likely to be affected by the dispute was estimated at 1,600, this being the total number of employees, men and boys, of the Company; of the number, 900, it was stated, belong to the Union making the application. The causes of differences were set forth as follows:—

"First case is in respect to the fulfilment of an agreement between the parties for payment for stone in pillar work where it exists, on the basis of 4c. per inch per lineal yard for 4 in. and upwards.

"Second case is in respect to the adoption of a general wage schedule for coal cutters and their loaders.

"Third case is in respect to the matter of the change in the mode of payment of the mineral gotten from box to tonnage price.

"Pioneer Lodge, No. 1, Provincial Workmen's Association, further respectfully makes application for a reference to the Board of Conciliation now being applied for, of any cases in dispute which may arise between the contending parties, from the date of this application up to, and including the date of the sittings of the said Board. The object of the Lodge in this respect being to have a final and satisfactory adjustment of all matters in

dispute between it and the said Company, which may be pending up to the date of the sittings of proposed Board."

Mr. R. B. Murray, of Springhill, was appointed a member of the Board on the recommendation of the employees concerned in the dispute. The constitution of the Board had not been completed at the close of the month of November.

VI.—DISPUTE BETWEEN GRAND TRUNK RAILWAY AND ITS TELEGRAPHERS REFERRED TO A BOARD.

ON Nov. 19 the Department received a communication from Mr. W. G. Brownlee, General Transportation Manager of the Grand Trunk Railway Company, making application on behalf of the railway named for the establishment of a Board of Conciliation and Investigation to which might be referred for adjustment certain differences between the employing company named and the railway telegraphers in its employment. The number of persons affected by the dispute was placed approximately at five hundred and the differences were said to have been the subject of repeated conferences between Mr. Brownlee, on behalf of the Company, and a committee appointed by the telegraphers, since the 25th of September last, as well as of conferences between Messrs. C. M. Hays, second vice-president and general manager on the one hand and the committee of telegraphers on the other, at which the questions still open were discussed, but it had not been possible to reach an agreement. The differences were set forth in the form of schedules presenting the claims of the Company and the men respectively, and included question relating to general conditions of labour, hours, and wages of telegraphers.

The Board was duly established, being constituted as follows, namely, Mr. J. G. O'Donoghue, Toronto, recommended by the employees; Mr. Wallace Nesbitt, K. C., Toronto, nominated by the employing company; and Professor Adam Shortt, Kingston, Chairman, appointed on the recommendation of the foregoing members. The Board met at Montreal on December 3, to proceed with the investigation of the differences referred under the Act.

VII—REPORT OF THE SECOND BOARD APPOINTED TO ENQUIRE INTO THE DIFFERENCES AT SPRINGHILL, N. S.

THE members of Pioneer Lodge, No. 1 P. W. A., being the employees of the Cumberland Railway and Coal Company of Springhill, N. S., who had been on strike from August 1, having resumed work on October 31, the report received by the Minister of Labour in September from the Board of Conciliation and Investigation established to enquire into certain differences, and consisting of His Honour Judge Patterson, Mr. R. B. Murray and Mr. P. S. Archibald, was sent to each of the parties to the dispute. The receipt of the report was acknowledged on behalf of the employees in a communication received in the Department on November 25, in which it was stated that the members of Pioneer Lodge decided to accept the findings on their part. The Department had not received word on this point from the Company at the end of the month.

The report of the Board in question, which is signed by the Chairman of the Board and Mr. R. B. Murray, is as follows:—

The Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa.

Sir:

The undersigned members of the Board of Conciliation and Investigation of a dispute between the Cumberland Railway and Coal Company, and certain employees of said Company beg leave to report as follows:—

The Board composed of R. B. Murray

and P. S. Archibald, Esquires, and Judge Patterson, Chairman, pursuant to notice given by the Chairman to the parties interested, met on the 31st of July, 1907, at 10 o'clock a. m., in a public hall in Springhill, the locality of the said dispute, and having taken the proper oath of office, proceeded with the reference.

The employees were represented by three of their number designated by Pioneer Lodge, P. W. A., to which all the employees interested, belong.

We desire to compliment them on the fair and honourable way in which they conducted their case.

The Company was represented by three members of its staff, with whose efforts to substantiate the Company's contention no fault could be found. Unfortunately, the representatives of the Company later on withdrew from attendance at the Board meetings.

After formal opening, the taking of evidence was begun and continued until about noon, when an adjournment of two hours was taken. This adjournment the Chairman spent in endeavouring to effect a settlement, not only of the matters specifically before the Board, but of matters that had been dealt with by a previous Board, and upon which a strike was threatened. The taking of evidence was resumed at half-past two, and continued until four o'clock, when another adjournment was taken, and negotiations for settlement were again entered into by the Chairman. He had repeated conferences with the employees and with the solicitor of the Company, and on behalf of the employees made a number of proposals to the Company through their solicitor, but the Company could not see its way clear to accept any of the offers so made. No settlement having been reached, the threatened strike went on. After consultation with both employees and the Company, when the Board met on the morning of August first, it was decided that in view of the fact that the strike was on, it would be wise for the Board to adjourn the present reference, to reconvene at the call of the Chairman.

On receipt of your telegram of the 6th instant, the Chairman called the Board together to meet at Springhill at three p. m. on Monday, September 9th. Immediately upon the meeting of the Board, the solicitor of the Company objected to the Board going on, his objection shortly being that the employees having ceased work in accordance with a notice they had given the Company, were no longer employees of the Company, and the Industrial Disputes Investigation Act only covered cases of disputes between employers and employees actually at work. In view of this objection, the Board adjourned until the next morning, in order that the Chairman might consult you. The Chairman accordingly wired you, asking for instructions. Next morning, no reply having been received, another adjournment was taken until four o'clock in the afternoon. At this last named hour there was still no reply from you, and a further adjournment was taken until Wednesday, September 11th, at four p.m. Meantime, a telegram was received from your Deputy advising the Board, under the circumstances, to do what it deemed most expedient. In order that no injustice might be done the Company, who at this meeting were not represented, an adjournment was had until the next morning, and a written notice given to the Company of the Board's intention to proceed with the hearing.

When the Board met again, pursuant to adjournment, Mr. Archibald, the Company's nominee on the Board, was not present, though he was fully aware of the time and place to which the Board had adjourned, and had consented to the adjournment as made. No representatives were present on behalf of the Company at this meeting, or any meeting subsequent to that on the 9th instant. The undersigned went on with the taking of the evidence,, and when it was about completed, the Chairman received the following communication from Mr. Archibald:

SPRINGHILL, Nova Scotia,
12th September.

"Mr. Justice Patterson,
Chairman,
Board of Conciliation, etc.

Dear Sir:

In my opinion, as I explained to you personally, the Board has no jurisdiction

to proceed with the Arbitration. I must therefore, with regret, refuse to act any longer as a member (Section 48 (2) of the Act).

"The Department evidently recognize this as a correct position, or we should have received instructions to the contrary.

Yours truly,

(Sgd.) P. S. ARCHIBALD."

We completed the taking of the evidence, all of which, with the various exhibits, is annexed hereto.

During the periods of adjournment, the Chairman was actively engaged in carrying on negotiations between the parties, but utterly without success.

When the Company withdrew from further participation in the proceedings, the men's case was not finished. We have therefore had no evidence on behalf of the Company, and were without the assistance of their nominee in preparing this report. We recognize that the value of any report or finding made under such circumstances must be of necessity greatly decreased. Nevertheless, we deem it our duty to give you the result of our consideration of the evidence presented to us. We will deal with the cases in the order set out in the application for appointment of Board.

Case (*a*) This case is stated in the application thus:

"There has been an arrangement in operation for some years whereby close work and ribbing in bords is paid so much per box for coal and so much per lineal yard for wall, and when the bords are driven to the limit and the work of extracting the pillars commences, the equivalent of the yardage should be added to the price per box in pillars, less 4c. per box differential in the price of bord and pillar work."

The Company's reply to this was as follows:

"There has never been an agreement in operation, nor is there one at the present time, in respect to the price per box for drawing pillars in the entire east side of No. 3 mine, as set out in the complaint. At no time in this section of the mine has the equivalent of the yardage been added to the price per box in pillars less 4c. differential. On the contrary, in each successive lift, special rates for pillar work have been from time to time made to suit the varying local conditions."

We have no hesitation in finding that such an arrangement as claimed by the employees has been in force since 1894, and is still in force. A written agreement between the Company and the employees dated May 18th, 1894, was put in evidence. This agreement contains this clause, the only reference in it to this matter:

"It is mutually agreed and understood between the parties that the arrangement previously entered into by the said Christopher Hargreaves and a Committee of said Lodge in reference to the difference in price between close and pillar work, viz., four cents, is not affected by anything in this agreement."

The "arrangement previously entered into" referred to, and in a measure ratified by this agreement, was apparently a verbal one, but its existence is sufficiently established apart altogether from the agreement, by the production of the original minute book of Pioneer Lodge, P. W. A., where, under date of April 26th, 1894, there is a report received from a committee appointed to confer with the management on this and other disputed points, setting out that this differential price had been agreed on—a report which the Lodge adopted. The cross-examination, to which the Company's representatives subjected the witnesses on behalf of the employees, as well as their reply, shows that the Company do not actually deny that such an agreement was made. What they do say is that it does not apply "in the entire east side of No. 3 mine"—in other words, that it was of local application. One will search in vain the clause we have quoted from the agreement for any hint that it was of merely local application, or not to apply to the whole colliery. We can hardly believe the Company serious in suggesting that we should read the Agreement as not applying to the entire east side of No. 3 mine. If they were, it is easy to see that they would similarly suggest it did not apply to any other section where a dispute might happen to arise. It was never suggested by cross-examination, nor is it suggested in the reply, that the agree-

ment was changed by any subsequent agreement. What the Company did endeavour to show was that men had been paid and had accepted less than, under the agreement, these men were entitled to, but we do not think we should be asked, or expected to hold, that even a long-established and universally recognized custom on the part of the men to take less than they were entitled to would warrant the Company in saying that the agreement was abrogated. But far from a long established or universally recognized custom being proved, all that was shown to us was that an occasional man, sometimes a newcomer, who did not know of the agreement, had been content to take less than he might have had.

In conclusion as to Case (*a*) we find that the Agreement of May 18th, 1894, as to the difference in price between bord and pillar work has never been changed, and is still in force over the whole colliery.

With respect to the second case (*b*) referred to in the application for this reference, the section where the claim is made for more price is known as the 21 incline, east side, top seam, No. 3 mine.

It appears from the evidence that ribbing in a pillar consists practically of driving a new bord, the work in connection with one being almost identical with the other, save that in some cases with ribbing in, the coal sets or hardens, making the work more difficult than when driving an ordinary close place.

It further appears from the evidence of the witnesses examined in this connection that it has always been the practice in this colliery to pay the same price per box for coal and the same amount for yardage in ribbing in, as in bords or other close work.

All the evidence in this case was taken in the absence of the Company's representatives, and except from their reply, no idea can be formed of what their answer would have been. The employees produced a mass of evidence in support of their contention, and there being no contradiction of it, the undersigned are bound to hold the case made out, that is to say, that in the section in dispute, the yardage for ribbing in should be the same as yardage for tight bords, and the price that should be paid for ribbing in in such section is 43c. per box and $1.25 per yard.

The extraordinary course pursued by one of the parties to the investigation has left us in some doubt as to whether we should at this time make the full report required by Section 25 of the Act. Possibly only an interim report should for the present be sent. After carefully considering the matter, we have decided that the other party having done everything in its power to aid the Board should not be denied whatever benefit there may be from our conclusions upon the evidence submitted.

All of which is respectfully submitted.

(Sgd.) GEO. PATTERSON,
Chairman.

(Sgd.) R. B. MURRAY.

Springhill, N. S., Sept. 18th, 1907.

VIII.—AN INFRINGEMENT OF THE ACT IN ALBERTA.

A prosecution under the provisions of the Industrial Disputes Investigation Act, 1907, was brought against the Hillcrest Coal and Coke Company of Hillcrest, Alta., during the month of October, as was briefly mentioned in the issue of the *Labour Gazette* for November. The case was heard before Inspector P. Belcher, R. N. W. M. P., police magistrate at Pincher Creek, Alta., who, under section 67 of the Act, furnished the Department with the following official report of the proceedings:

"I have the honour to state that on the 10th day of October, 1907, while the Board of Conciliation was sitting at Hillcrest, and before it had finished its work, the Hillcrest Coal and Coke Company posted up notices which caused the miners to stop work; also on the night of the 10th the whistle was blown by the orders of the Company, signalling that there would be no work on the next day. Owing to these causes, the mine was closed for two days. The Miners' Union laid an information against the Company for causing

a lockout, and the case was heard by me. On the evidence produced I convicted the Company and fined them $100 for each day and costs $6.25, or altogether $206.25. The Company have appealed the case to the next sitting of the Supreme Court of Macleod district. The notices posted up have been forwarded to the Clerk of the Court, Macleod, as exhibits, also all the papers in connection with the case."

ONTARIO LEGISLATION AFFECTING LABOUR, 1907.

AT the third session of the eleventh legislature of Ontario, which met on January 24th, 1907, and prorogued in April, 1907, a number of acts were passed of interest from the standpoint of industry and labour.* A review of the more important of these is given in the following article:—

Stationary Engineers.

An act was passed providing for the appointment of a Board of Examiners, to consist of three competent and independent engineers, whose duties are to prescribe subjects in which candidates for certificates of qualification as stationary engineers may be examined, and to conduct the examinations in question. The Act provides for the issuing of Government regulations as to the examination of candidates, the granting of certificates, the fixing of fees for examination, the cancellation of certificates, and the remuneration of the Board. No person who is not a holder of a certificate under this Act will be permitted to operate or have charge of a steam plant in Ontario after July 1st, 1908, except in a case of emergency, and then only for a period not exceeding thirty days. Certificates of qualification may, upon evidence of good character and sobriety, and upon payment of the prescribed fee, be obtained by any engineer now holding a certificate from an association of stationary engineers in the Province, by any one who is the holder of a marine or locomotive engineer's certificate, by any one who is in charge of a steam plant of twenty-five horse power or over in the Province, or by any one who has had at least two years' experience in the operation of a steam plant of twenty-five horse power or over in the Province. The Act requires that certificates be exposed in the engine-room, as *prima facie* evidence of qualification. Provision is made for appeals from the Board of Examiners to the Minister of Agriculture, for an annual report of the Board to the Minister, and for the imposition of a penalty of not less than ten or more than twenty-five dollars, with costs, for operating an engine without a license.

An important section of the Act is one which provides that factory inspectors may be appointed to the Board and called upon to assist in the enforcement of the Act. In order that this additional work might be adequately performed, and to assist generally in the carrying out of the Factories Act, the supplementary estimates contained an appropriation for the appointment of additional inspectors.**

The legislation amending the Stationary Engineer's Act passed in 1906, was repealed. (1)

The Hydro-Electric Power Commission.

An Act was passed constituting the Hydro-Electric Power Commission of Ontario as a body corporate, to consist of three persons, two of whom may be, and one of whom must be, a member of the executive council. The Commission is empowered to appoint a chief engineer, an accountant, a secretary, and such other officers and workmen as may be necessary, the salary of such to be fixed by the Commission, subject to the rati-

* The volume containing the statutes passed at the session was recently issued and a copy received during November at the Department of Labour through the courtesy of the King's Printer of Ontario. For the sake of accuracy a review of this legislation was delayed until such time as the statutes were available, as finally printed.

** For reference to the appointment of these officers see under heading of "Notes" in opening article of present issue.

(1). Chapter 32, 1907. For a review of the legislation passed in 1906 in this connection see the *Labour Gazette* for September, 1906, page 281.

fication of the Lieutenant-Governor-in-Council. The Commission may, from time to time, report to the Lieutenant-Governor-in-Council with regard to lands, machinery, etc., to be acquired for the purposes of the Act, or with regard to the quantity of the product of any corporation or person generating electric power or energy in Ontario, or bringing such power into the province for use or transmission there. The Commission may be authorized, upon its own report, to secure lands, works, water privileges, etc.; to construct or expropriate and operate the plants and property of transmission companies, or to contract for the supply of power. The powers of the Commission in the matter of expropriation are defined at some length. The Commission is required to report upon water powers or privileges when required by the Lieutenant-Governor-in-Council. Municipal corporations may apply to the Commission for a supply of power, and the commission is thereupon required to furnish the corporation with a statement of prices, cost, plant, etc. A provisional contract may thereupon be entered into between the Commission and the Municipal Council, the same to be submitted for approval to the ratepayers. Railways and other corporations may be supplied with power by the Commission. All costs of works, together with other specified annual charges, must be borne by the municipality which has entered into a contract with the Commission. Complaints as to excessive rates charged by a municipal corporation, or that the corporation is using the power conferred upon it by the Act for the purpose of granting a bonus by supplying power below cost to manufacturers, may be heard by the Commission and a penalty imposed. The fine for disobedience of an order of the Commission is placed at $100 per day during which the neglect of any order of the Commission continues (2).

Public Utilities.

In an act "Respecting Certain Railways and Other Corporations," the "term public utility" is defined as meaning and including "any water works, gas works, electric heat, light and power works, telegraph and telephone lines, railways however operated, street railways, and works for the transmission of gas, oil, water or electrical power or energy, or any similar works supplying the general public with necessaries or conveniences."

The same Act provides for the forfeiture of rights by a company or corporation operating a public utility under a general or a special act of Ontario in case the company subsequently passes out of the jurisdiction of the province. Municipal corporations are forbidden to contract with companies not in the jurisdiction of the province. (3).

In the consolidation of the Ontario Companies Act, a special part is devoted to the regulation of companies operating municipal franchises and public utilities. (4)

The Ontario Railway and Municipal Board is given power to enquire into the rates charged for public utilities operated by municipalities. (5)

Encouragement of Metal Refining and Smelting.

A metal refining bounty act was passed authorizing the payment of certain specified bounties on metals or ores refined in the province from ores raised and mined in the province. The metals specified and the maximum amount to be allowed as bounty in any one year are: nickle, $60,000; cobalt, $30,000; copper, $60,000, and arsenic, $15,000. The bounty is to lapse at the end of five years (6).

A bonus to encourage the smelting in Canada of iron ores mined in the Province of Ontario, and to encourage the use in Canada of natural gas produced in the Province of Ontario, was also authorized. (7)

Legislation Affecting Mines.

The mines act passed in 1906 was extensively amended. The supplementary

(2) Chapter 19.

(3) Chapter 37.

(4) Chapter 34, Sections 154–168.

(5) Chapter 38.

(6) Chapter 14.

(7) Chapter 9, Section 46.

revenue act, 1907, also contained extended provisions with reference to the assessment and taxation of mines, oil lands, gas wells, etc. ([8])

Miscellaneous.

An act was passed for the improvement of *public highways*, for which an appropriation of $1,000,000 was set aside, to be administered under a plan involving the co-operation of counties and the assumption of highways by the latter. ([9]) An act for the granting of aid to *colonization roads* was also passed ([10]). The act provides that statute labour shall be estimated at two dollars per day of ten hours for each labourer and four dollars per day of ten hours for each man and team.

In an act amending and consolidating the Ontario Companies' Act, special sections defining the liability of directors of companies for *wages*, and establishing a special privilege for wages in the winding up of corporations were re-enacted. ([11])

An addition was made to the *San José Scale* Act of a section permitting an inspector to give notice to an owner of the presence of scale, and to have the trees or shrubs sprayed forthwith at the expense of the owner. ([12])

The subsection of the consolidated municipal act, 1903, having reference to *smoke prevention* was repealed, and a more stringent clause enacted in its place ([13]). The same act was amended by the addition of a clause permitting municipal councils to make contracts with street railway companies for *watering the streets* for any number of years not exceeding five ([14]).

With reference to the *taxation of street railways*, it was provided that in computing mileage, each mile of double track may be counted as two miles of single track, though switches, sidings, tracks into car stables, curves at street corners, or portions of track not in general use for passenger traffic are not to be counted. ([15])

An act was passed amending and consolidating the law respecting the *Temiscaming and Northern Ontario Railway*, in which provision is made for the management of the road by a board of commissioners whose powers are defined at length. ([16])

The act providing for the incorporation of *co-operative cold storage associations* was amended verbally ([17]). In the Consolidated Companies' Act, it is provided that no shareholder of a co-operative company or of a cheese and butter manufacturing company carried on for co-operative purposes may hold shares exceeding $1,000 ([18]).

A special act was passed to prevent the wasting of *natural gas*, and to provide for the plugging of abandoned wells. The act provided for the appointment of inspectors to secure its enforcement ([19]).

An addition was made to the Public Schools Act, giving to corporations, societies, agents or persons having the custody of an *immigrant child*, the power to send the same to the public or separate school of the municipality or school section in which the child resides ([20]).

An amendment and consolidation of the Ontario Game and Fisheries Act was enacted. Thirteen sections of the act deals with the protection of the *fisheries* of the province. It is forbidden to "hunt, take, kill or destroy any game, or use any gun or engine for that purpose" on the Lord's Day ([21]).

The Consolidated Municipal Act was amended by an addition permitting the council of a municipality to subscribe for and accept membership in any *union of Ontario municipalities* designed for the purpose of furthering the interests of municipalities ([22]). The same act was amended so as to permit the passing of

([8]) Chapters 13 and 9. See also Chap. 23, Sec. 314.

([9]) Chapter 16.

([10]) Chapter 17.

([11]) Chapter 34, sec. 94, 156 and 174. See also *Labour Gazette* for October, 1906, page 377–78 for a review of this provision.

([12]) Chapter 23, sec. 19.

([13]) Chapter 40, sec. 17.

([14]) Chapter 40, sec. 14.

([15]) Chapter 23, sec. 52.

([16]) Chapter 18.

([17]). Chapter 23, sec. 26.

([18]). Chapter 34, sec. 49.

([19]). Chapter 47.

([20]). Chapter 51, sec. 1.

([21]). Chapter 49.

([22]). Chapter 40, sec. 19.

by-laws for laying pipes or *conduits for for electric wires* ([23]).

The town of Berlin was authorized to take over the property of the *street railway* company on complying with certain conditions ([24]).

([23]). Chapter 40, sec. 13.

([24]). Chapter 58, sec. 1.

The Ontario Railway and Municipal Board Act of 1906 was amended by additions extending the powers of the Board and permitting of the *appointment of counsel* upon the request of the board ([25]).

([25]). Chapter 38.

PUBLIC OWNERSHIP AND OPERATION OF TELEPHONE SYSTEM IN WESTERN CANADA.

DURING the past two years, a movement looking to the establishment and operation of telephones under government or municipal control has made rapid progress in the North-west provinces of Canada, including Manitoba, Alberta and Saskatchewan.

In two of the provinces in question, Manitoba and Alberta, legislation authorizing the construction of such systems was passed during 1906, the general principle being that the local services should be controlled by the municipalities, while the provincial governments should direct the operation of the long distance lines. In Manitoba, the enactment of this legislation was preceded by an investigation carried out by a select committee of the provincial legislature.* In both of these provinces, steps were immediately taken to carry the legislation in question into effect, a statement, supplied by courtesy of the officials concerned, being given below of the work of construction and installation completed during the present calendar year.

Government Telephones in Alberta.

The most substantial progress made has been in the Province of Alberta, where the following number of miles of long distance trunk telephone lines were completed by the Department of Public Works of Alberta during 1907:—

Line.	Miles.
Edmonton-Lloydminster line	208
MacLeod-Blairmore line	60
Calgary-Banff line	93
Lacombe-Stettler line	55
Wetaskwin-Daysland line	60
Total	476

Local exchanges have been installed at Fort Saskatchewan, Lamont, Innisfail, Vegreville, Vermillion, Lloydminster, Daysland, Camrose, Rosenroll, Stettler, Pincher Creek, Blairmore, Frank, Coleman, Canmore and Cochrane; also about twenty toll stations at smaller country points.

All of these lines are of the most modern type, the construction being first class in every respect. The long distance lines carry two No. 10 hard drawn copper wires, which are used as metallic circuits.

The type of instruments used in connection with this system are graded among the most efficient instruments in use anywhere and have an admirable speaking quality.

Government Telephones in Manitoba.

In Manitoba, the following work has been carried out on the construction of government telephone systems during 1907. In Winnipeg, 10 miles of subway have been built, and 30 miles of pole lines erected. An exchange building is in course of construction, to be completed by July 1st, 1908. In Brandon, a site has been purchased and plans prepared for a subway, the contracts for the latter

* A review of the findings of this Committee and of the legislation passed by the Manitoba Legislature was published in the *Labour Gazette* for May, 1906, page 1,235. See also the *Labour Gazette* for January, 1907, page 708 and the *Labour Gazette* for March, 1907, page 944. A review of the Alberta Act was published in the *Labour Gazette* for December, 1906, page 640.

being under consideration. In addition, 11 municipalities have been surveyed and routes selected for pole lines. A canvas has been made and over 2,000 subscribers secured.

Government Investigation in Saskatchewan.

No legislation bearing on the subject has been enacted in Saskatchewan, but the following resolution was passed during the 1907 session of the Legislature:—

"That, while this house favours the principle of Government ownership and control of a telephone system for the province, it is of the opinion that before any active measures towards the inauguration of such a system are undertaken the Government should make a thorough inquiry into the working out of similar systems in Canada and elsewhere, and that the steps already undertaken by the government with that object in view should be continued in order that the legislature at its next session may be in a position to deal with this important question."

In accordance with this resolution, Mr. Francis Dagger was engaged as telephone expert by the Government during the past summer for the term of three months, and instructed to prepare a report and recommendations on the subject of the extension and development of the telephone services in the Province, with special reference to the establishment of this utility in the rural districts, the Government declaring itself to have an open mind on the whole question of ways and means to that end. In conducting his enquiry, which was begun on August 1, the following communication was addressed by Mr. Dagger to the various city, town and village municipalities of the Province:—

Dear Sir:—

This government is making an investigation with a view of ascertaining the most satisfactory method of improving, cheapening and developing the telephone service in this province, and with a view of assisting me in this matter I shall be glad if you will kindly favour me with the following information:—

1. Name of the company or companies furnishing telephone service in your municipality.
2. Number of telephones at present in service.
3. Rates charged. (*a*) Business; (*b*) Residence.
4. Have you long distance service? If so, state distance and charges to a few points.
5. Have the farmers in your neighbourhood any telephone service. If so, state rates charged for same.
6. To the best of your knowledge what is the feeling among your community regarding the efficiency of the present telephone service and the rates charged? Are they satisfied or otherwise?

Yours truly,

FRANCIS DAGGER,
Provincial Telephone Expert.

The report of Mr. Dagger, based on the information obtained in reply to this communication, is at present under the consideration of the Provincial Government.

CONCLUSION OF ENQUIRY INTO LOSSES OF JAPANESE RESIDENTS OF VANCOUVER.*

THE taking of evidence with regard to the losses sustained by Japanese residents of Vancouver during the recent riot there, which was commenced on October 21, by Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, and the Commissioner appointed for the purpose by the Dominion Government, was concluded on November 6, and a week later payments were made to cover the claims of the Japanese, as assessed by the Commission.

Report of the Commissioner.

On November 8, the following report upon the result of the enquiry, was telegraphed by the Commissioner to the Honourable the Secretary of State for Canada:—

Honourable R. W. Scott,
Secretary of State,
Ottawa, Ont.

Claims and estimates presented for losses and damages sustained by Japanese population amounted to $13,576.25. As result of investigation believe $9,036 fair assessment of actual losses. Japanese Consulate has not presented any account for expenses incurred in preparation estimates and claims, or for professional services of of counsel who appeared before the Commission on behalf of Japanese Government. As careful preparation of estimates and claims, and presence of counsel have greatly facilitated the examination, in my opinion Japanese Consulate should be reimbursed amount expended in this connection, and I would, therefore, respectfully recommend that in addition to payment of actual losses and damages sustained by Japanese population at Vancouver, Japanese Consulate be reimbursed the sum of $1,600 expended in preparation of estimates and claims, and be allowed on account of legal expenses the sum of one thousand dollars. I would further recommend that claimants be reimbursed the sum of $139 expended by them in declaring their claims.

(Signed.) W. L. MACKENZIE KING,
Commissioner.

* See the special article in the November number of the *Labour Gazette*, page 560

Correspondence with the Japanese Consul at Vancouver.

An Order-in-Council was passed authorizing the payment of the sums recommended in this report, and on November 15, Mr. King transmitted $1,600 to the Japanese Consul, with the following letter:—

Dear Sir:—

On behalf of the Government of Canada, I beg to enclose a cheque for the sum of $1,600, authorized by Order-in-Council and payable to the order of His Imperial Majesty's Consulate at Vancouver, being an allowance of $1,000 on account of legal expenses, and re-imbursement to the amount of $600 for amounts expended by the Japanese Consulate in the preparation of estimates and claims of losses and damages sustained by the Japanese population in the recent riots in the City of Vancouver, and the presentation of these claims before the Royal Commission appointed to inquire into the said losses and damages.

The Japanese Consulate at Vancouver has not presented any account for expenses incurred in the preparation of estimates and claims, or for professional services of counsel who appeared before the Commission on behalf of the Japanese Government. When, as Commissioner appointed to enquire into the losses and damages sustained by the Japanese population in Vancouver, I requested you to kindly let me have a statement of the amounts expended by the Japanese Consulate, you intimated in reply that it was not your intention, or the desire of the Japanese Consulate to allow a consideration by the Government of Canada of any expenses which the Consulate may have incurred in the preparation and presentation of claims made on behalf of the Japanese population in Vancouver.

As you are aware, the careful preparation of estimates and claims and the presence of counsel, greatly facilitated the enquiry This of itself, in the opinion of the Dominion Government, is a sufficient reason why all such outlays should be fully met. I have, therefore, to express the hope that on further consideration, you will find it possible to accept the enclosed cheque on account of expenses incurred by the Japanese Consulate in this connection.

The Government has, by Order-in-Council, also authorized payment of the sum of $9,036, on account of losses and damages sustained by the Japanese population in the recent riots, and the reimbursement to claimants of the sum of $139, expended by them in declaring their claims. Cheques in payment of the amounts due the several claimants are at present being made out in accordance with the amount assessed as a result of the enquiry under Royal Commission just concluded. These cheques I hope to be in a position to hand to the several claimants to-morrow.

I am, dear sir,

Very respectfully yours,

(Signed) W. L. MACKENZIE KING
Commissioner.

M. Kishiro Morikawa,
His Imperial Japanese Majesty's Consul,
Vancouver, B. C.

On November 19, the cheque was returned by the Japanese Consul, with the following letter:—

Sir:—

Permit me on behalf of my Government to thank you for your letter of the 15th instant, enclosing a cheque of $1,600.00 as an allowance for expenses, legal and incidental, to my Government in connection with the preparation and investigation of claims by Japanese residents for damages to their property in the unfortunate riot of the 7th September. I also thank you for the notification of the allowance of $9,036.00 and costs of declaring claims by the Canadian Government for the payment of losses and damages sustained by the Japanese residents in the riot.

I cannot too strongly express the satisfaction and approval of my Government in your award and adjustment of the losses and damages sustained by the Japanese residents here, a feeling I am sure, shared by every claimant. If I may be permitted to say anything further of a personal character I would assure you that the great skill, unvarying patience and urbanity which marked your conduct of the Commission, has done much to restore the feeling of my countrymen here that the Canadian Government and the people of Canada are opposed to every element whose purpose is to defy the ordinary rules of decency in life, and the wider laws which bind nations in friendly accord.

While appreciating the high and honourable motives which have prompted you and your Government to send me the cheque for $1,600.00, I regret that it is impossible for my Government to accept a reward for protecting the interests and property of the subjects of Japan. This and this only is my reason for returning to you the cheque for $1,600.00.

You may assure your Government of my grateful acknowledgement of their generous course, a policy which I am sure will make for an increase of good feeling between our peoples.

I have the honour to be, Sir,

Your obedient servant,

(Signed) K. MORIKAWA,
H. I. Japanese Majesty's Consul.

W. L. Mackenzie King, Esq., C. M. G.,
Canadian Commissioner,
Vancouver, B. C.

PROCEEDINGS OF COMMISSION TO ENQUIRE INTO METHODS TO INDUCE ORIENTAL LABOURERS TO EMIGRATE TO CANADA.

AS already mentioned in the *Labour Gazette*,* Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, was appointed, on November 5, a commissioner to conduct an inquiry into the methods by which Oriental labourers have been induced to emigrate to Canada. The Order-in-Council, by which the Commission was constituted, was as follows:—

On a Memorandum dated 4th November, 1907, from the Secretary of State, recommending—in view of the

* See the November Number of the *Labour Gazette*, page 561.

recent unfortunate occurrences which have taken place in British Columbia, as a result of the largely increased influx of Oriental labourers into that Province—that Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, be appointed a Commissioner under the Inquiries Act, Chapter 104, of the Revised Statutes of Canada, to conduct an inquiry into the methods by which the said Oriental labourers have been induced to emigrate to Canada during the present year.

The committee submit the same for approval.

On November 11, the first session of the Commission was held in the City Hall, Vancouver, Mr. F. W. Giddens, of the Department of Labour, acting as Secretary to the Commission, and Mr. F. Evans, of Vancouver, as stenographer. Mr. Charles Wilson, K. C., was appointed by the Provincial Government of British Columbia to act as counsel for the Province before the Commission.

Testimony of Chinese Immigrants.

The first two days of the inquiry were spent in examining Chinese immigrants who had just arrived at Vancouver on the Empress of India. In nearly all cases, it was ascertained the passage money and head tax had been advanced by relatives and friends in Canada, with whom the immigrants intended to work. The immigrants were induced to come by reports of the high wages to be obtained in this country, and many of them stated that they intended to return to China when they had made enough money. No evidence was disclosed pointing to the importation of Chinese by employment agencies. A witness representing a firm of Chinese merchants stated that he had a contract with a canning company, by which he was paid a certain sum for packing each case, in return for which he furnished from 80 to 100 men every year to do the work, paying them not less than $65 per month.

Evidence of Japanese Employment Agencies.

An officer of the Canadian Nippon Supply Company said that his firm had supplied Japanese labourers to the Canadian Pacific Railway Company and the British Columbia General Contract Company. On November 30, at the closing session of the Commission, there were produced copies of contracts between the Nippon Supply Company and six corporations, by which the former agreed to furnish a certain number of labourers, receiving in return a specified sum per man, out of which their wages would be paid. The parties to these contracts were the Canadian Pacific Railway Company, the Wellington Colliery Company, the British Columbia General Contract Company, Macdonald, Gzowski & Company, and two sawmill owners. All these contracts contained a clause to the effect that the labourers must have been procured legally, and not in violation of the Immigration Act or the Alien Labour Act.

Evidence of Hindu Labourers.

A few Hindus who were being deported gave evidence at Victoria, before the Commissioner, on November 23. It was alleged that one of their countrymen had collected sums of money from them, saying it was for the purpose of making presents to the customs and immigration officers, who would then let them go. He then instituted habeas corpus proceedings and secured his own release. Under instructions from the commissioner, he was subsequently arrested by the police and arraigned on the charge of obtaining money under false pretences. Many of the Hindus testified that they had been induced to come to Canada through newspaper reports of the country. From other witnesses who appeared later before the Commission, it was shown that Dr. Davichand, a native of India, had brought a number of Hindu labourers to Canada, and obtained employment for them, charging them $1 a month for his services.

Arrival of the Special Envoy at Japan.

On November 13, the Honourable Rodolphe Lemieux, Minister of Labour, who had been appointed special envoy to Japan to discuss the immigration question with the Japanese government, arrived at Tokio. In the course of the month, conferences were held with officials of the foreign office of Japan, but negotiations were delayed through the

illness of Baron Hayashi, Minister of Foreign Affairs, and through the absence of the Chief of the Bureau of Commerce of Japan, who was returning from the United States, where he had been investigating the Japanese trouble. The matter was still pending at the close of the month.

IMMIGRATION AND COLONIZATION.

Recent Immigration Returns.

IMMIGRATION through ocean ports during September 1907, declared for Canada, was as follows:—

IMMIGRATION THROUGH OCEAN PORTS DURING SEPTEMBER, 1907.

	Male	Female	Children under 12	Total
Immigrants	8,085	4,055	3,064	15,204
Returned Canadians.....	1,415	765	251	2,431
Tourists.....	284	113	19	416
Totals.....	9,784	4,933	3,334	18,051

During October, 1907, the immigration through ocean ports, declared for Canada, was as follows:—

Immigration Through Ocean Ports During October, 1907.

	Male	Female	Children under 12	Total
Immigrants.....	6,939	3,640	3,018	13,597
Returned Canadians.....	903	514	179	1,596
Tourists.....	203	85	17	305
Total.....	8,045	4,239	3,214	15,498

A summary of immigration proper through ocean ports, declared for Canada, during April, May, June, July, August, September and October, 1907, is as follows:

IMMIGRATION BY OCEAN PORTS APRIL–OCTOBER, 1906–07.

	Male	Female	Children under 12	Total
April.....	24,972	5,052	4,414	34,438
May.....	24,744	7,153	6,858	38,755
June.....	18,107	7,171	7,041	32,319
July.....	11,841	4,695	4,410	20,946
August.....	8,584	4,431	3,921	16,936
September.....	8,085	4,055	3,064	15,204
October.....	6,939	3,640	3,018	13,597
Total	103,272	36,197	32,726	172,195

Corresponding months of 1906	118,484
Increase, 1907	53,711
Percentage of increase	45%

The following is a statement of immigration from the United States during April, May, June, July, August, September and October, 1907, compared with the corresponding period of 1906:—

IMMIGRATION FROM THE UNITED STATES, APRIL–OCTOBER, 1906–07.

By rail.....	April	9,106	
	May	6,324	
	June	4,702	
	July	4,796	
	August	3,683	
	Sept.	4,412	
	October	4,171	36,194
By highway, April to October			3,470
Total.....			39,664
Corresponding months of 1906			43,078
Decrease, 1907.....			3,414
Percentage of decrease.....			8%

The total immigration to Canada from April to October, 1907, inclusive, compared with the corresponding months of 1906, was as follows:—

TOTAL IMMIGRATION TO CANADA, APRIL–OCTOBER, 1906–07.

1907.		
Via ocean ports.....	172,195	
From the United States.....	39,664	211,859
1906.		
Via ocean ports.....	118,484	
From the United States.....	43,078	161,562
Increase, 1907.....		50,297
Percentage of increase.....		31%
Percentage of increase via ocean ports.....		45%
Percentage of decrease from the United States.....		8%

British Emigration Returns.

During the month ended October 31, 1907, the number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING OCTOBER, 1907–06.

Nationality.	1907	1906
English.....	8,209	5,086
Scotch.....	1,758	1,495
Irish.....	466	350
Total of British origin.....	10,433	6,931
Foreign.....	4,655	2,776
Total.....	15,088	9,707

During the ten months ended October 31st, 1907, the total number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING TEN MONTHS ENDED OCTOBER 31st, 1907–06.

Nationality.	1907	1906
English	105,788	84,029
Scotch	32,520	21,043
Irish	7,192	4,131
Total of British origin	145,509	109,203
Foreign	30,325	23,533
Nationality not distinguished	.....	21
Total	175,834	132,757

Homestead Entries During October. 1907.

The following statement shows the number of homestead entries made in October, 1907, compared with October, 1906:

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF OCTOBER, 1907, AS COMPARED WITH OCTOBER, 1906.

Agency.	1907	1906	Increase.	Decrease.
Battleford	347	547	.....	200
Brandon	9	5	4	.....
Calgary	78	147	.....	69
Dauphin	49	64	.....	15
Edmonton	328	382	.....	54
Estevan	41	180	.....	139
Humboldt	170	.....	170	.....
Kamloops	19	4	15	.....
Lethbridge	167	242	.....	75
Moose Jaw	398	.....	398	.....
New Westminster	3	1	2	.....
Prince Albert	116	172	.....	56
Regina	145	1,039	.....	894
Red Deer	182	268	.....	86
Winnipeg	76	103	.....	27
Yorkton	124	235	.....	111
Total	2,252	3,389	589	1,726

It will be seen that there has been a net decrease in the number of homestead entries made in October, 1907, compared with October, 1906, of 1,137.

A statement of the homestead entries made during the first ten months of the present year, compared with the corresponding period of the last calendar year, is as follows:

STATEMENT OF HOMESTEAD ENTRIES, JANUARY–OCTOBER. 1907–06.

Month.	1907	19 6	Increase	Decrease
January	1,111	1,903	.....	792
February	1,033	2,036	.....	1,003
March	1,589	4,018	.....	2,429
April	2,594	6,189	.....	3,595
May	3,253	4,583	.....	1,330
June	4,574	5,369	.....	795
July	3,690	4,174	.....	484
August	2,814	3,388	.....	574
September	2,395	2,595	.....	200
October	2,252	3,389	.....	1,137
Total	25,305	37,644	.....	12,339

The decrease in the number of homestead entries shown this year has been explained as owing in part to the fact that incomers were buying land outright instead of homesteading. Real estate values in Western Canada have continued firm during the past month.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of October, 1907, were as follows:—

STATEMENT OF HOMESTEAD ENTRIES, JANUARY–OCTOBER, 1907–1906.

Nationalities.	No. of Entries
Canadians from Ontario	328
" Quebec	45
" Nova Scotia	20
" New Brunswick	5
" Prince Edward Island	11
" Manitoba	67
" Saskatchewan	92
" Alberta	45
" British Columbia	11
Persons who had previous entry	260
Canadians returned from the United States	32
Americans	548
English	331
Scotch	86
Irish	36
French	18
Belgians	6
Swiss	4
Italians	3
Roumanians	2
Syrians	2
Germans	48
Austro-Hungarians	117
Hollanders	3
Danes (other than Icelanders)	7
Icelanders	17
Swedes	30
Norwegians	30
Russians (other than Mennonites and Doukhobors)	45
Australians	2
Hindoos	1
Total	2,252

Representing 5,677 souls.

Of a total of 580 entries made in Oct., 1907, by persons coming from the United States, there were 161 from North Dakota, 98 from Minnesota, 34 from Iowa, 33 from South Dakota, 31 from Wisconsin, 30 from Illinois, 26 from Michigan and 25 from Nebraska.

Lands Patented During October, 1907.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territories, issued by the Department of the Interior during the month of October, 1907, is as follows.

LANDS PATENTED DURING OCTOBER, 1907.

Nature of Grant.	October, 1907.	
	No. of Patents	No. of Acres.
British Columbia Homesteads	14	2,136.58
British Columbia Sales	3	236.51
Commutation grants	.....	.....
Homesteads	1,135	179,736.86
License of Occupation	1	.....
Manitoba Act grants	1	14.00
Mineral rights (214.40 acres)	2	.....
Mining Lands Sales	1	40.00
North-west Half-breed grants	17	2,980.32
Parish Sales	1	817.94
Quit claim special grants (160 acres	1	.....
Railways:		
Canadian Northern Ry	.....	.....
Can. Pac. Ry. grants	1	315.95
Can. Pac. Ry. roadbed and station grounds	3	95.20
Manitoba and North-western R.	8	110.56
Sales	42	14,868.43
School Lands Sales	21	3,302.40
Special grants	18	36.90
Yukon Territory Sales	36	1,015.21
Yukon Territory specials	1	.....
Totals	1,306	205,706.86

In October, 1906, the number of patents issued was 970, covering an area of 151,574.28 acres, showing an increase for the month of October, 1907, of 336 in the number of patents issued and of 54,132.58 acres in the area patented.

THE BRITISH WELCOME LEAGUE, TORONTO.

THE Department received, during November, by courtesy of the president of the British Welcome League of Toronto, the following statement with reference to the work carried out by the League since its inception on March 27th, 1907:—

The total number of persons registering at the head office of the league has been 5,393. Employment has been found for 3,000 of these. The following numbers have been taken care of at the League hotel:—Men, 1,248; married couples, 832; children, 781. Several thousands have been fed with one meal free of charge, while free beds have been given to about 10,000. It was found that 308 men arrived with less than $5.00, 337 with less than $2.00; and 606 men, 185 married couples with 353 children, without money. Gospel temperance and good citizen's meetings are held by the League every Sunday night, at which 1,000 persons have signed the temperance pledge. A bible class is held on Sunday afternoons and a concert on Wednesday nights. Immigrants wishing to write home are given writing paper and stamps. The expenses of the League include, $15 per week for a secretary, $10 per week for a night watchman, $10 per week for a trained nurse, and $100 per month for rent of buildings. Nearly $1,000 has been paid out for beds, bedding and office furniture. With regard to revenue, the Ontario government granted $1,000 to the League. Between $2,000 and $3,000 in addition have been raised, for the most part by the people of Toronto. The League has now a balance on hand of over $400. The executive consists of business men having an interest in the work. Branch offices have been opened in Paris, Brantford and Berlin, Ont.

WAGES AND HOURS IN THE

STATISTICAL TABLES OF RATES OF WAGES AND HOURS

LOCALITY.	Year.	Stonecutters.			Bricklayers.			Stone Masons.		
		Wages.			Wages.			Wages.		
		Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
NOVA SCOTIA.										
GROUP A.—LOCALITIES WITH A										
Amherst	1907	....	3.00	10	....	3.00	10	....	3.00	10
Halifax	1907	40	.....	9	40	.....	9	40	.....	9
Sydney	1907	....	.....	....	40	.....	9	40	.....	9
GROUP B.—LOCALITIES WITH A										
Glace Bay	1907	....	3.00	9	....	3.00	9	....	2.50	9
Truro	1907	30	3.00	10	30	3.00	10	25	2.50	10
GROUP C.—LOCALITIES WITH A										
Bridgewater	1906	....	3.00	10	....	3.00	10	....	2.50	10
Inverness	1906	....	3.25	10	....	3.00	10	....	3.00	10
Shelbourne	1907	....	2.50	10	....	2.50	10	....	2.50	10
Westville	1907	....	3.00	10	....	3.00	10	....	2.50	10
NEW BRUNSWICK.										
GROUP A.—LOCALITIES WITH A										
St. John	1907	40	.....	9	40	.....	9	40	.....	9
GROUP B.—LOCALITIES WITH A										
Moncton	1907	30	3.00	10	30	3.00	10	25	2.50	10
GROUP C.—LOCALITIES WITH A										
Campbellton	1907	....	3.00	10	....	2.50	10	....	2.50	10
Chipman	1907	....	3.00	10	....	2.50	10	....	2.25	10
Dalhousie	1907	....	3.00	10	....	2.50	10	....	2.25	10
Newcastle	1907	....	3.00	10	....	3.00	10	....	2.50	10

†These tables have been prepared by the Fair Wages Officers of the Department of Labour, from statistics collected
compétent workmen in their employ, and which were, at the time of the visit of the officer to the locality, regarded as
1906 but not visited again during the year 1907. In some instances these rates were changed during the year 1907.
may have taken place since the visit of the Fair Wages Officer. It will be seen that the localities included in the table

**Per 1,000.

DEPARTMENT OF LABOUR, CANADA
STATISTICAL TABLES, FAIR WAGES BRANCH, No. 2.

BUILDING TRADES, CANADA.

CURRENT DURING THE YEARS 1906 AND 1907.†

Builders' Labourers.			Plasterers.			Stair Builders.			Joiners.			Carpenters.			Lathers.		
Wages.			Wages.			Wages.			Wages.			Wages.			Wages.		
Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
POPULATION OF 10,000 AND OVER.																	
.....	1.50	10	....	2.50	10	....	2.25	10	....	2.00	10	....	1.75	10	....	2.25	10
17	.....	9	30	.....	9	30	.....	9	....	.....	....	25	.....	9	....	**1.75	
15	.....	9	....	.....	....	25	.....	9	25	.....	9	25	.....	9	....	.....	..
POPULATION FROM 5,000 TO 10,000.																	
.....	1.65	9	....	2.50	9	....	2.50	9	....	2.25	9	....	2.25	9	....	**1.40	
15	1.50	10	30	3.00	10	22½	2.25	10	20	2.00	10	20	2.00	10	20	2.00	10
POPULATION OF LESS THAN 5,000.																	
.....	1.50	10	....	2.25	10	....	.....	....	....	.....	....	....	1.75	10	....	.....	..
.....	1.50	10	....	2.50	10	....	.....	....	....	.....	....	....	1.75	10	....	.....	..
.....	1.50	10	....	2.25	10	....	.....	....	....	.....	....	....	1.75	10	....	.....	..
.....	1.50	10	....	2.50	10	....	2.50	10	20	2.00	10	..	2.00	10	....	.....	..
POPULATION OF 10,000 AND OVER.																	
20	.....	9	30	.....	9	30	.....	9	27⅔	.....	9	27⅔	.....	9	....	.....	..
POPULATION FROM 5,000 TO 10,000.																	
15	1.50	10	25	2.50	10	25	2.50	10	20	2.00	10	17½	1.75	10	....	.....	..
POPULATION OF LESS THAN 5,000.																	
.....	1.50	10	....	2.25	10	....	2.25	10	....	1.75	10	....	1.75	10	....	.....	..
.....	1.50	10	....	2.25	10	....	2.25	10	....	1.75	10	....	1.50	10	....	.....	..
.....	1.50	10	....	2.25	10	....	.....	....	....	1.75	10	....	1.50	10	....	.....	..
.....	1.50	10	....	2.25	10	....	.....	....	....	1.75	10	....	1.75	10	....	.....	..

†by personal investigation in the several localities. The rates given are those which were being paid by contractors to the generally accepted current rates. The rates current in 1906 are given in such localities only as were visited during. The rates given for 1907, were in most cases the rates current throughout the year; in some cases, however, changes are so distributed as to represent the most important industrial sections of the several provinces.

WAGES AND HOURS IN THE

STATISTICAL TABLES OF RATES OF WAGES AND HOURS

LOCALITY.	Year.	Stonecutters. Wages. Per hour	Stonecutters. Wages. Per day	Stonecutters. Wages. hrs. per day	Bricklayers. Wages. Per hour	Bricklayers. Wages. Per day	Bricklayers. Wages. hrs. per day	Stone Masons. Wages. Per hour	Stone Masons. Wages. Per day	Stone Masons. Wages. hrs. per day
PRINCE EDWARD ISLAND‡.										
Prince Edward Island	1907	30	3.00	10	25	2.50	10	22½	2.25	10
QUEBEC.									GROUP A.—LOCALITIES WITH A	
Montreal	1907	40	.....	†† 9	50	.....	9	40	.....	9
Quebec	1907	....	.....	....	45	.....	9	....	3.00	9
Sherbrooke	1907	....	3.50	10	....	4.00	10	....	3.50	10
									GROUP B.—LOCALITIES WITH A	
Hull	1907	44	.....	8	45	.....	....	45	.....	
St. Hyacinthe	1907	....	3.50	10	....	3.00	10	....	3.00	10
St. John	1907	40	.....	8	45	.....	9	35	.....	10
Three Rivers	1906	....	3.00	10	....	3.50	10	....	3.00	10
									GROUP C.—LOCALITIES WITH A	
Iberville	1906	40	.....	8	45	.....	9	35	.....	10
Lachute	1907	....	4.00	10	....	3.50	10	....	3.00	10
Magog	1907	....	3.50	10	....	3.00	10	....	3.00	10
Nicolet	1906	35	.....	10	35	.....	10	30	.....	10
Nominingue	1906	....	3.00	10	....	2.75	10	....	2.50	10
ONTARIO.									GROUP A.—LOCALITIES WITH A	
Berlin	1907	....	.....	....	40	.....	9	40	.....	9
Brantford	1907	....	.....	....	40	.....	8	40	.....	8
Chatham	1907	45	.....	9	45	.....	9	40	.....	9
Guelph	1907	40	.....	8	40	.....	9	40	.....	9
Hamilton	1907	47½	.....	8	47½	.....	8	47½	.....	8
Kingston	1907	....	3.60	8	....	3.60	8	....	3.60	8
London	1906	45	.....	8	40	.....	8	40	.....	8
Niagara Falls	1907	50	.....	8	50	.....	8	50	.....	8
Ottawa	1907	44	.....	8	47	.....	9	47	.....	9
Peterborough	1907	40	.....	9	40	.....	9	40	.....	9
Port Arthur	1907	55	.....	8	57½	.....	9	57½	.....	9
St. Catharines	1907	50	.....	9	45	.....	9	45	.....	9
Sault Ste. Marie	1907	50	.....	9	45	.....	9	45	.....	9
St. Thomas	1907	45	.....	8½	39	.....	8½	39	.....	8½
Stratford	1907	30	.....	10	35	.....	10	35	.....	10
Toronto	1907	50	.....	8	50	.....	8	50	.....	8
Windsor	1906	50	.....	8	50	.....	8	50	.....	8

** Per 1,000.

‡ These rates are current in most of the localities on the Island.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, FAIR WAGES BRANCH, No. 2.

BUILDING TRADES, CANADA—*Continued.*

CURRENT DURING THE YEARS 1906 AND 1907.

Builders' Labourers.			Plasterers.			Stair Builders.			Joiners.			Carpenters.			Lathers.		
Wages.			Wages.			Wages.			Wages.			Wages.			Wages.		
Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
15	1.50	10	20	2.00	10	20	2.00	10	17½	1.75	10	15	1.50	10	....	.....	..

POPULATION OF 10,000 AND OVER.

22½		9	40	.....	9	32½		9	32½		9	30		9	....	***	...
....	1.80	9	....	3.00	9	30		9	25		9	22½		9	.....		...
....	1.75	10	....	3.25	10	....	3.00	10	....	2.50	10	....	2.50	10	....	.....	...

POPULATION FROM 5,000 TO 10,000.

20			40	.....		35			25			25			25		..
.....	1.75	10	....	2.75	10	....	.....		.....	2.00	10	....	2.00	10	....	1.30*	..
17½		10	35	.....	10	30		10	25		10	20		10	....	.....	...
.....	1.50	10	....	3.00	10	....	2.50	10	....	2.00	10	....	1.75	10	....	**1.25	...

POPULATION OF LESS THAN 5,000.

.....	1.75	10	35	.....	10	30		10	22½		10	....	2.00	10	....	**1.25	...
.....	1.50	10	....	3.00	10	....	2.25	10	....	2.00	10	....	1.75	10	....	.....	...
.....	1.50	10	....	3.00	10	....	2.50	10	....	2.25	10	....	2.00	10	....	**1.25	...
.....	1.50	10	30	.....	10	....	2.25	10	....	2.00	....	....	1.75	10	....	.....	...
.....	1.50	10	....	2.75	10	....	.....		.....	2.00	10	....	1.75	10	....	.....	..

POPULATION OF 10,000 AND OVER.

.....	2.00	9	40	.....	9	....	2.75	10	....	2.50	10	....	2.25	10	....	2.50	10
22½		8	35	.....	9	30		8	25		8	25		8	....	.....	...
20		9	40	.....	10	25		10	22½		10	20		10	....	*0.2½	..
22½		9	40	.....	9	25		10	25		10	22½		10	....	3.00	9
25		9	45	.....	8	40		8	37½		8	37½		8	....	*0.03	...
.....	2.00	8	....	3.60	8	....	.....		.....	.....		....	2.50	8	....	3.00	8
22½		8	37½	.....	8	30		9	30		9	28		9	....	*0.02½	...
.....	2.25	9	50	.....	8	35		9	35		9	35		9	8	*0.04	..
25		9	40	.....	9	25		9	25		9	25		9	....	**1.50	...
.....	2.25	9	....	3.75	9	27½		9	27½		9	35		9	....	*0.03	...
25		10	55	.....	10	37½		10	35		10	35		10	....	*0.03½	...
22½		9	45	.....	9	33		9	33		9	33		9	....	*0.03	...
20		9	45	.....	9	32½		9	30		9	30		9	30	.....	9
....	2.00	9	40	.....	10	25		9	25		9	22½		10	30	.....	8
17		10	40	.....	9	....	2.50	10	....	2.50	10	....	2.25	10	....	3.00	9
25		8	50	.....	8	33		8	33		8	33		8	40	.....	8
22½		9	....	3.50	9	30		9	30		9	30		9	....	*0.02½	...

*** All piece work rate depending on class of work.
††Some are working only 8 hours per day.
* Per yard.

WAGES AND HOURS IN THE

STATISTICAL TABLES OF RATES OF WAGES AND HOURS

LOCALITY.	Year.	Stonecutters.			Bricklayers.			Stone Masons.		
		Wages.			Wages.			Wages.		
		Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
GROUP B.—LOCALITIES WITH A										
Belleville	1907	....	3.50	10	....	3.00	10	....	3.00	10
Brockville	1907	....	3.25	9	....	3.25	9	....	3.25	9
Owen Sound	1906	40	.....	8	40	.....	9	40	.....	9
Pembroke	1907	....	3.50	10	....	3.50	10	....	3.50	10
Sarnia	1907	....	3.60	9	45	.....	9	45	.....	9
GROUP C.—LOCALITIES WITH A										
Arnprior	1907	.....	.....	....	....	3.50	10	....	3.50	10
Glencoe	1907	....	3.50	10	....	3.00	10	....	3.00	10
Kincardine	1907	....	4.00	10	....	4.00	10	....	4.00	10
Midland	1907	.....	.....	....	38½	.....	9	38½	.....	9
Simcoe	1907	.....	.....	....	30	.....	10	30	.....	10
St. Marys	1906	40	.....	8	30	.....	8	30	.....	8
Strathroy	1907	....	2.50	10	....	2.50	10	....	2.50	10
MANITOBA.										
GROUP A.—LOCALITIES WITH A										
Brandon	1906	50	.....	10	50	.....	10	50	.....	10
Winnipeg	1907	60	.....	8	55	.....	9	55	.....	9
GROUP C.—LOCALITIES WITH A										
Neepawa	1906	60	.....	8	55	.....	9	55	.....	9
St. Boniface	1906	60	.....	8	55	.....	9	55	.....	9
Selkirk	1906	60	.....	8	55	.....	9	55	.....	9
SASKATCHEWAN.										
GROUP A.—LOCALITIES WITH A										
Moose Jaw	1907	55	.....	9	55	.....	9	55	.....	9
Regina	1907	60	.....	8	55	.....	9	55	.....	9
GROUP C.—LOCALITIES WITH A										
Alameda	1906	50	.....	9	50	.....	10	40	.....	10
Maple Creek	1907	60	.....	8	60	.....	10	60	.....	10
ALBERTA.										
GROUP A.—LOCALITIES WITH A										
Calgary	1907	60	.....	8	62½	.....	8	60	.....	8
Edmonton	1906	65	.....	8	60	.....	8	60	.....	8

* Per yard.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, FAIR WAGES BRANCH, No. 2.

BUILDING TRADES, CANADA—*Continued.*

CURRENT DURING THE YEARS 1906 AND 1907.

Builders' Labourers.			Plasterers.			Stair Builders.			Joiners.			Carpenters.			Lathers.		
Wages.			Wages.			Wages.			Wages.			Wages.			Wages.		
Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
POPULATION FROM 5,000 TO 10,000.																	
.....	1.75	10	....	3.00	10	....	.....	....	....	2.25	10	....	2.25	10	....	.....	...
.....	1.75	9	....	3.25	9	....	3.00	9	....	2.50	9	....	2.50	9	....	**2.00	..
25	.....	9	40	.....	10	30	.....	10	30	.....	10	27½	.....	10	....	*0.02½	...
.....	1.75	10	....	3.50	10	....	2.25	10	....	2.00	10	....	2.00	10	....	**1.85	...
.....	2.00	9	....	3.60	9	....	2.25	9	....	2.25	9	....	2.25	9	....	*0.03	...
POPULATION LESS THAN 5,000.																	
.....	1.75	10	....	3.00	10	....	2.00	10	....	2.00	10	....	2.00	10	....	2.25	10
.....	1.75	10	....	3.00	10	....	2.50	10	....	2.00	10	....	2.00	10	....	2.50	10
.....	1.75	10	....	4.00	10	....	3.00	10	....	2.50	10	....	2.25	10	....	*0.03	..
21	.....	9	35	.....	9	25	.....	9	25	.....	9	25	.....	9	....	*0.03	..
17½	.....	10	30	.....	10	20	.....	10	20	.....	10	17½	.....	10	....	*0.03	..
17½	.....	10	30	.....	10	30	.....	10	20	.....	10	17½	.....	10	20	.....	10
.....	1.65	10	....	*0.08	....	....	2.00	10	....	2.00	10	....	1.75	10	....	*0.02½	..
POPULATION OF 10,000 AND OVER.																	
25	.....	10	50	.....	10	....	.....	....	....	.....	....	27½	.....	10	....	*0.03½	.
25	.....	10	50	.....	9	35	.....	9	35	.....	9	35	.....	9	40	.....	9
POPULATION LESS THAN 5,000.																	
25	.....	10	50	.....	9	40	.....	9	37½	.....	9	35	.....	9	35	.....	9
25	.....	10	50	.....	9	40	.....	9	37½	.....	9	35	.....	9	35	.....	9
25	.....	10	50	.....	9	40	.....	9	37½	.....	9	35	.....	9	35	.....	9
POPULATION OF 10,000 AND OVER.																	
22½	.....	10	45	.....	10	35	.....	9	35	.....	9	30	.....	9	30	.....	10
25	.....	10	40	.....	9	35	.....	10	35	.....	10	35	.....	10	....	*0.04	..
POPULATION LESS THAN 5,000.																	
20	.....	10	....	*0.15	....	30	.....	10	25	.....	10	22½	.....	10	....	*0.04	..
25	.....	10	60	.....	10	40	.....	9	40	.....	9	35	.....	9	35	.....	10
POPULATION OF 10,000 AND OVER.																	
30	.....	9	65	.....	8	....	3.70	9	....	3.70	9	....	3.70	9	....	3.50	8
25	.....	8	60	.....	8	42	.....	8	40	.....	8	37½	.....	8	....	*0.04	..

* Per yard.

WAGES AND HOURS IN THE

STATISTICAL TABLES OF RATES OF WAGES AND HOURS

LOCALITY.	Year.	Stonecutters.			Bricklayers.			Stone Masons.		
		Wages.			Wages.			Wages.		
		Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
GROUP B.—LOCALITIES WITH A										
Lethbridge	1907	....	6.00	9	....	6.00	9	....	6.00	9
Medicine Hat	1907	60	.....	8	60	.....	10	60	.....	10
BRITISH COLUMBIA. **GROUP A.—LOCALITIES WITH A**										
Nanaimo	1907	62½	5.00	8	62½	5.00	8	62½	5.00	8
New Westminster	1907	....	.....	....	....	5.50	....	....	5.50	.....
Victoria	1907	....	5.00	8	....	5.00	8	....	5.00	8
GROUP C.—LOCALITIES WITH A										
Cumberland	1906	....	4.50	9	....	5.00	9	....	5.00	9
Ladysmith	1907	62½	5.00	8	62½	5.00	8	62½	5.00	8
Osoyoos	1906	....	5.00	8	....	5.00	9	....	5.00	9

** Per 1,000.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, FAIR WAGES BRANCH, No. 2.

BUILDING TRADES, CANADA—*Continued.*

CURRENT DURING THE YEARS 1906 AND 1907.

Builders' Labourers.			Plasterers.			Stair Builders.			Joiners.			Carpenters.			Lathers.		
Wages.			Wages.			Wages.			Wages.			Wages.			Wages.		
Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
POPULATION FROM 5,000 TO 10,000.																	
.....	2.50	9	6.00	9	3.60	9	3.60	9	3.60	9	*0.04	..
25	.....	10 60	.....	10 40	.....	9 40	.....	9 40	.....	9 40	.....	9	**2.50	..
POPULATION OF 10,000 AND OVER.																	
37½	3.00	8	62½	5.00	8	56¼	4.50	8	56¼	4.50	8	56¼	4.50	8	.....	..
.....	2.75	....	....	5.50	....	....	.....	....	47½	.....	....	47½	.....	....	.....	..
....	2.50	8	5.00	8	4.00	8	4.00	8	4.00	8	**2.50	..
POPULATION LESS THAN 5,000.																	
.....	2.50	9	5.00	9	4.00	8	4.00	8	3.50	9	3.50	9
37½	3.00	8	62½	5.00	8	56¼	4.50	8	56¼	4.50	8	56¼	4.50	8	.....	..
.....	3.00	9	5.00	9	4.00	8	4.00	8	3.50	8	4.00	9

** Per 1,000.

WAGES AND HOURS IN THE

STATISTICAL TABLES OF RATES OF WAGES AND HOURS

LOCALITY.	Year.	Painters and Glaziers.			Plumbers.			Steamfitters.		
		Wages.			Wages.			Wages.		
		Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
NOVA SCOTIA.										GROUP A.—LOCALITIES WITH A
Amherst	1907	....	2.00	10	....	2.25	10	....	2.25	10
Halifax	1907	....	2.00	9	....	2.25	9	....	2.25	9
Sydney	1907	....	2.25	9	....	14.00	9	....	14.00	9
										GROUP B.—LOCALITIES WITH A
Glace Bay	1907	....	2.00	9	....	2.50	9	....	2.50	9
"	1907	....	2.00	10	....	2.00	10	....	2.00	10
										GROUP C.—LOCALITIES WITH A
Bridgewater	1906	....	1.75	10	....	2.00	10	....	2.00	10
Inverness	1906	....	1.75	10	....	2.25	10	....	2.25	10
Shelbourne	1907	....	1.75	10	....	2.00	10	....	2.00	10
Westville	1907	....	2.00	10	....	2.00	10	....	2.00	10
NEW BRUNSWICK.										GROUP A.—LOCALITIES WITH A
St. John	1907	27½	.....	9	....	2.00	9	....	2.00	9
										GROUP B.—LOCALITIES WITH A
Moncton	1907	....	2.00	10	....	2.00	10	....	2.00	10
										GROUP C.—LOCALITIES WITH A
Campbellton	1907	....	1.75	10	....	2 00	10	....	2.00	10
Chipman	1907	....	1.75	10	....	.....	....	....	.....	...
Dalhousie	1907	....	1.75	10	....	2.00	10	....	2.00	10
Newcastle	1907	....	1.75	10	....	2.00	10	....	2.00	10
PRINCE EDWARD ISLAND.†										
Prince Edward Island	1907		1.50	10		2.00	10		2.00	10

° per week,

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, FAIR WAGES BRANCH, No. 2.

BUILDING TRADES, CANADA.

CURRENT DURING THE YEARS 1906 AND 1907.

Sheet Metal Workers.			Blacksmiths.			Structural Iron Workers.			Electrical Workers.			Ordinary Labourers.		
Wages.			Wages.			Wages.			Wages.			Wages.		
Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	nrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
POPULATION OF 10,000 AND OVER.														
				2.25	10								1.25	10
	2.00	9		2.00	9		2.25	10		1.75	10		1.50	10
	3.75	9		2.50	9		2.30	9		2.25	9		1.50	9
POPULATION FROM 5,000 TO 10,000														
	2.00	9		2.25	10								1.50	10
	2.00	10		2.00	10		2.25	10		1.75	10		1.35	10
POPULATION OF LESS THAN 5,000.														
	2.00	10								1.75	10		1.35	10
	2.25	10								2.00	10		1.35	10
	2.00	10											1.25	10
	2.00	10								2.00	10		1.25	10
POPULATION OF 10,000 AND OVER.														
	2.00	9		2.00	9		2.25	9		2.00	9		1.50	9
POPULATION FROM 5,000 TO 10,000.														
	2.00	10		2.00	10		2.25	10		1.75	10		1.35	10
POPULATION OF LESS THAN 5,000.														
	2.00	10		2.00	10					1.75	10		1.25	10
													1.25	10
	2.00	10		2.00	10					1.75	10		1.25	10
	2.00	10		1.75	10					1.75	10		1.25	10
	1.75	10		1.50	10		2.25	10		1.50	10		1.25	10

WAGES AND HOURS IN THE

STATISTICAL TABLES OF RATES OF WAGES AND HOURS

LOCALITY.	Year.	Painters and Glaziers.			Plumbers.			Steamfitters.		
		Wages.			Wages.			Wages.		
		Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
QUEBEC.										
					GROUP A.—LOCALITIES WITH A					
Montreal	1907	25	.....	9	32	.....	9	32	.....	9
Quebec	1907	22½	.....	9	....	2.00	9	....	2.00	9
Sherbrooke	1907	....	3.25	10	....	2.50	10	....	2.50	10
					GROUP B.—LOCALITIES WITH A					
Hull	1907	25	.....	9	35	.....	9	35	.....	9
St. Hyacinthe	1907	....	2.00	10	....	2.50	10	....	2.00	10
St. Johns	1907	22½	.....	10	25	.....	9	25	.....	10
Three Rivers	1906	....	2.00	10	....	2.00	10	....	2.00	10
					GROUP C.—LOCALITIES WITH A					
Iberville	1906	22½	.....	10	25	.....	9	25	.....	9
Lachute	1907	....	2.00	10	....	2.50	10	....	2.50	10
Magog	1907	....	2.00	10	....	3.00	10	....	3.00	10
Nicolet	1906	....	1.75	10	....	2.00	10	....	2.00	10
Nominingue	1906	....	1.75	10	....	3.00	10	....	3.00	10
ONTARIO.										
					GROUP A.—LOCALITIES WITH A					
Berlin	1907	.....	2.25	10	....	3.00	10	....	2.50	10
Brantford	1907	22	.....	9	30	.....	8	30	.....	8
Chatham	1907	22½	.....	9	27½	.....	10	25	.....	10
Guelph	1907	23½	.....	10	40	.....	9	....	.....	...
Hamilton	1907	....	.....	....	37½	.....	9	37½	.....	9
Kingston	1907	....	2.25	9	....	2.40	9	....	2.40	9
London	1906	25	.....	8	35	.....	9	35	.....	9
Niagara Falls	1907	30	.....	9	.....	2.75	9	.....	2.75	9
Ottawa	1907	25	.....	9	40	.....	9	40	.....	9
Peterborough	1907	....	2.00	9	....	2.75	9	....	2.75	9
Port Arthur	1907	25	.....	10	45	.....	10	45	.....	10
St. Catharines	1907	30	.....	9	30	.....	9	30	.....	9
Sault Ste. Marie	1907	30	.....	10	33⅓	.....	9	33⅓	.....	9
St. Thomas	1907	25	.....	8	25	.....	8½	....	2.80	10
Stratford	1907	22½	.....	10	22½	.....	10	22½	.....	10
Toronto	1907	30	.....	8	37½	.....	8	37½	.....	8
Windsor	1906	....	2.25	8	....	3.50	9	....	3.50	9
					GROUP B.—LOCALITIES WITH A					
Belleville	1907	....	1.75	10	....	2.50	10	....	2.50	10
Brockville	1907	....	2.25	9	....	2.50	10	....	2.50	10
Owen Sound	1906	22½	....	10	22½	.....	10	22½	.....	10
Pembroke	1907	....	....	....	....	2.50	10	....	3.00	10
Sarnia	1907	....	2.25	9	....	2.25	9	....	2.25	9

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, FAIR WAGES, BRANCH, No. 2.

BUILDING TRADES, CANADA—*Continued.*

CURRENT DURING THE YEARS 1906 AND 1907.

Sheet Metal Workers.			Blacksmiths.			Structural Iron Workers.			Electrical Workers.			Ordinary Labourers.		
Wages.			Wages.			Wages.			Wages.			Wages.		
Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
POPULATION OF 10,000 AND OVER.														
27½	.....	9	25	.....	9	30	.....	9	22½	.....	9	17½	.....	9
.....	2.00	9	.....	2.00	9	.....	2.25	9	.....	1.75	9	.....	1.75	10
.....	2.50	10	.....	2.25	10	.....	.....	.....	.....	.....	.....	.....	1.35	10
POPULATION FROM 5,000 TO 10,000.														
.....	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	10	.....	1.50	10
.....	1.75	10	.....	2.00	10	.....	.....	.....	.....	2.00	10	.....	1.50	10
25	.....	10	20	.....	10	.....	.....	.....	.....	1.75	10	15	.....	10
.....	2.00	10	.....	2.00	10	.....	.....	.....	.....	1.75	10	.....	1.25	10
POPULATION OF LESS THAN 5,000.														
25	.....	9	.....	2.00	10	.....	.....	.....	.....	.....	.....	.....	1.50	10
.....	2.50	10	.....	2.00	10	.....	.....	.....	.....	1.75	10	.....	1.25	10
.....	2.50	10	.....	2.00	10	.....	.....	.....	.....	2.50	10	.....	1.25	10
.....	2.00	10	.....	2.00	10	.....	.....	.....	.....	.....	.....	.....	1.25	10
.....	2.50	10	.....	1.75	10	.....	.....	.....	.....	.....	.....	.....	1.25	10
POPULATION OF 10,000 AND OVER.														
.....	.....	9	.....	2.25	10	.....	.....	.....	.....	2.25	10	.....	1.60	10
22½	.....	.....	22½	.....	10	.....	.....	.....	.....	.....	.....	15	.....	10
20	.....	10	27½	.....	10	20	.....	10	20	.....	10	15	.....	10
22½	.....	10	.....	2.25	10	.....	.....	.....	.....	2.25	10	17½	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	9	20	.....	9
.....	2.25	9	.....	.....	.....	.....	.....	.....	.....	2.50	9	.....	1.75	9
.....	2.00	9	.....	.....	.....	.....	.....	.....	32½	.....	9	.....	1.75	9
.....	2.75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	10
28	.....	9	.....	.....	.....	.....	.....	.....	25	.....	9	18	.....	9
.....	2.50	9	.....	.....	.....	.....	.....	.....	.....	2.00	9	.....	1.75	9
25	.....	10	30	.....	10	40	.....	.....	35	.....	10	20	.....	10
30	.....	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	19	.....	9
33⅓	.....	9	.....	.....	.....	.....	.....	.....	25	.....	10	20	.....	9
.....	2.30	10	.....	2.70	10	.....	.....	.....	.....	2.60	.....	.....	1.50	10
30	.....	10	20	.....	10	22½	.....	10	17½	.....	10	15	.....	10
32½	.....	9	28	.....	9	.....	.....	.....	32½	.....	8	20	.....	9
.....	2.25	9	.....	2.00	10	.....	.....	.....	.....	2.25	9	.....	1.75	9
POPULATION FROM 5,000 TO 10,000.														
.....	2.00	10	.....	.....	.....	.....	.....	.....	.....	2.00	10	.....	1.50	10
.....	2.00	10	.....	.....	.....	.....	.....	.....	.....	2.50	9	.....	1.50	9
20	.....	10	20	.....	10	30	.....	10	.....	2.00	9	22½	.....	10
.....	2.50	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1.50	10
.....	2.00	9	.....	.....	.....	.....	.....	.....	.....	2.25	9	.....	1.75	9

WAGES AND HOURS IN THE

STATISTICAL TABLES OF RATES OF WAGES AND HOURS

LOCALITY.	Year.	Painters and Glaziers.			Plumbers.			Steamfitters.		
		Wages.			Wages.			Wages.		
		Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
GROUP C.—LOCALITIES WITH A										
Arnprior	1907	....	2.50	10	....	2.50	10	....	2.50	10
Glencoe	1907	....	2.50	10	....	2.50	10	....	2.50	10
Kincardine	1907	....	2.50	10	....	3.00	10	....	3.00	10
Midland	1907	25	.....	10	30	.....	10	30	.....	10
Simcoe	1907	20	.....	10	20	.....	10	20	.....	10
St. Marys	1906	20	.....	10	25	.....	10	25	.....	10
Strathroy	1907	....	1.75	10	....	2.00	10	....	2.00	10
MANITOBA.										
GROUP A.—LOCALITIES WITH A										
Brandon	1906	27½	.....	10	45	.....	10	45	.....	10
Winnipeg	1907	30	.....	9	40	.....	9	40	.....	9
GROUP C.—LOCALITIES WITH A										
Neepawa	1906	30	.....	9	35	.....	9	35	.....	9
St. Boniface	1906	30	.....	9	35	.....	9	35	.....	9
Selkirk	1906	30	.....	9	35	.....	9	35	.....	9
SASKATCHEWAN.										
GROUP A.—LOCALITIES WITH A										
Moose Jaw	1907	30	.....	10	40	.....	10	40	.....	10
Regina	1907	30	.....	10	40	.....	9	40	.....	9
GROUP C.—LOCALITIES WITH A										
Alameda	1906	25	.....	10	45	.....	10	45	.....	10
Maple Creek	1907	35	.....	10	40	.....	10	40	.....	10
ALBERTA.										
GROUP A.—LOCALITIES WITH A										
Calgary	1907	35	.....	9	45	.....	9	45	.....	9
Edmonton	1906	40	.....	8	55	.....	8	50	.....	8
GROUP B.—LOCALITIES WITH A										
Lethbridge	1907	....	3.00	9	....	4.00	9	....	4.00	9

‡‡Per month.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, FAIR WAGES, BRANCH, No. 2

BUILDING TRADES, CANADA—*Continued.*

CURRENT DURING THE YEARS 1906 AND 1907.*

Sheet Metal Workers.			Blacksmiths.			Structural Iron Workers.			Electrical Workers.			Ordinary Labourers.		
Wages.			Wages.			Wages.			Wages.			Wages.		
Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
POPULATION LESS THAN 5,000.														
20	.....	10	.....	.....	.....	.....	.....	.....	.....	2.25	10	15	.....	10
.....	2.00	10	.....	.....	.....	.....	.....	.....	.....	2.50	10	.....	1.50	10
.....	2.50	10	.....	.....	.....	.....	.....	.....	.....	2.50	10	.....	1.50	10
25	.....	10	.....	.....	.....	.....	.....	.....	.....	2.50	10	.....	1.50	10
.....	2.00	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	10
25	.....	10	15	.....	10	.....	.....	.....	.....	.....	.....	13½	.....	10
.....	1.75	10	.....	1.75	10	.....	.....	.....	.....	2.00	10	.....	1.50	10
POPULATION OF 10,000 AND OVER.														
35	.....	10	.....	.....	.....	.....	.....	.....	.....	‡‡45.00	9	.....	.....	....
33	.....	9	32½	.....	9	.....	.....	.....	35	.....	9	20	.....	10
POPULATION LESS THAN 5,000.														
39	.....	9	27½	.....	10	40	.....	9	40	.....	9	17½	.....	10
39	.....	9	27½	.....	10	40	.....	9	40	.....	9	17½	.....	10
39	.....	9	27½	.....	10	40	.....	9	35	.....	9	17½	.....	10
POPULATION OF 10,000 AND OVER.														
35	.....	10	.....	.....	.....	.....	.....	.....	35	.....	9	20	.....	10
35	.....	10	.....	.....	.....	.....	.....	.....	30	.....	9	20	.....	10
POPULATION LESS THAN 5,000.														
30	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	10
35	.....	10	.....	.....	.....	.....	.....	.....	35	.....	10	20	.....	10
POPULATION OF 10,000 AND OVER.														
40	.....	9	.....	.....	.....	.....	.....	.....	35	.....	9	25	.....	9
32	.....	9	30	.....	10	.....	.....	.....	35	.....	8	25	.....	9
POPULATION FROM 5,000 TO 10,000.														
.....	3.50	9	.....	.....	.....	.....	4.00	9	.....	.....	.....	.....	2.25	9

WAGES AND HOURS IN THE

STATISTICAL TABLES OF RATES OF WAGES AND HOURS

LOCALITY.	Year.	Painters and Glaziers.			Plumbers.			Steamfitters.		
		Wages.			Wages.			Wages.		
		Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
BRITISH COLUMBIA.										
GROUP A.—LOCALITIES WITH A										
Nanaimo	1907	....	4.80	8	....	3.20	8	....	3.20	8
New Westminster	1907	....	3.75	....	....	4.25	....	....	4.25	....
Victoria	1907	....	3.50	8	....	4.00	8	....	4.00	8
GROUP C.—LOCALITIES WITH A										
Cumberland	1906	....	3.50	9	40	.....	8	40	.....	8
Ladysmith	1907	....	4.80	8	....	3.20	8	....	3.20	8
Osoyoos	1906	....	3.50	9	....	4.00	9	....	4.00	9

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, FAIR WAGES BRANCH, No. 2.

BUILDING TRADES, CANADA.—*Continued.*

CURRENT DURING THE YEARS 1906 AND 1907.

Sheet Metal Workers.			Blacksmiths.			Structural Iron Workers.			Electrical Workers.			Ordinary Labourers.		
Wages.			Wages.			Wages.			Wages.			Wages.		
Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day	Per hour	Per day	hrs. per day
POPULATION OF 10,000 AND OVER.														
....	4.80	8	.....	3.50		9.....	.....	.....	.....	.....	.....	.....	2.75	9
....	.....	.....	.....	3.50		.....	.....	.....	.....	3.75	.....	.....	2.50	.....
.....	3.50	8	.....	3.50		9.....	4.00	8	.....	3.50	8	.....	2.25	8
POPULATION LESS THAN 5,000.														
.....	3.60	8	.....	.....	.....	.....	.....	.....	*43¾	.....	8	.....	2.50	9
....	4.80	8	.....	3.50	9	.....	.....	.....	.....	.....	.....	.....	2.75	9
.....	4.00	10	.....	3.50	10	.....	4.00	9	.....	4.00	9	.....	2.50	10

* 43¾ cents per hour for outside work, and 37½ cents, for inside work.

PRICES OF FOOD IN GERMANY.

TWO important Consular reports, relating to conditions in Germany, have lately been issued, one upon the trade and agriculture of Bavaria, and the other upon the Consular district of Frankfort. The most interesting information in these reports relates to the enormous increase in the cost of living, and the significant diminution in the consumption of meat by the working classes, resulting from the new German tariff. Mr. Consul Buchmann (who in his previous report stated that the keep of a German workman had increased in cost by 25 per cent. since 1904, meat alone having risen 38 per cent., whilst wages had only risen 10 per cent., and also that £4 per annum more than formerly was then required by the military administration for the maintenance of a soldier) now writes that in Munich the price of beef per pound has risen from 7½d in 1874 and 8½d in 1884 to 11½d last year. A similar increase is shown to have taken place in the price of veal, which in 1874 cost 7d per pound; in 1884 and 1894 cost 8d; in 1904 only 8½d; whereas by last year the price had risen to 11d. Pork in 1874 cost 8d per pound; in 1904, 9d, and last year, 11½d. Mutton in 1874 was sold at 5½d, in 1904 and 1906 the price stood at 8½d. It is stated that the consumption of butchers' meat per head of population diminished in Germany by 9 lbs. in 1904-5, and by over 5 lbs. in 1905-6. The scarcity of meat in Bavaria is indirectly shown by the declension of railway revenues derived from the transport of cattle, for in August and September, 1906, £2,670 less were taken for such transport than during the same period in 1905. The Consul also writes: "In consequence of protective tariffs, the export of certain Bavarian goods to Austria-Hungary, Russia, the Balken States and Switzerland, has decreased or stopped entirely, but to the United Kingdom and the United States it has increased." Mr. Consul-General Oppenheimer, in his report on Frankfort, writes to the same effect: "The rise in the price of meat has become notorious;" and, "to-day there is consensus of opinion that the price of meat is not likely to again drop anywhere near its former level." The import of foreign cattle into Germany has practically ceased. Imported fresh meat was formerly subject to a duty of from 15 to 17 marks per metric centner, which, since March, 1906, has been raised to 27 marks. The Consul also points out as a very serious matter, that there has been a considerable reduction in meat consumption. This reduction, he adds, applies more to the working classes, and is even greater than the official figures seem to admit, for "a part of the population does not participate in the consumption of meat (e.g., children and invalids), and again, a not inconsiderable part of the well-to-do classes, does not to any extent alter its consumption of meat in consequence of the price." Comparing the positions of British and German workmen, he writes: "In the future, there can be no question as to who is the better off, unless an unexpected change takes place, because the comparison will be between meat and no meat." And not only in the case of meat can the effects of the tariff be seen so clearly, but, to quote Mr. Oppenheimer again, the trade in corn during 1906 was influenced by the increased customs duties, which were raised on wheat from 35 to 55 marks; on rye, 35 to 50 marks; on oats, from 28 to 50 marks; and on malting barley, from 20 to 40 marks. "The average price, July to September, for wheat, was 6 marks higher than in 1905, and the price of rye exceeded the price for 1905 by 4 marks; but admittedly agriculture did not to any great extent benefit from these prices, as the difference was swallowed up by the increased cost of agricultural labour."

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING NOVEMBER, 1907.

The following is a list of contracts awarded by the Department of Railways and Canals, the Department of Public Works and the Department of Marine and Fisheries, Canada, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

EXTENSION to landing pier, Breton Cove, N. S.; name of contractor, Wm. J. Landry, Antigonish, N. S.; date of contract, October 28, 1907; amount of contract, $5,788.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	2.00
Blacksmiths	2.50
" helpers	1.50
Labourers	1.25
Driver with 1 horse & cart	2.00
Driver, 2 horses and wagon	3.00

Extension to breakwater, St. Peter's Harbour, P. E. I.; names of contractors, R. N. Cox and K. A. Webster, of Morell, P. E. I.; date of contract, October 30, 1907; amount of contract, $13,500.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.50
Engineman for pile driver	2.00
Blacksmiths	1.50
Labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Alterations, etc., to military store building at St. John, N. B.; names of contractors, J. Flood and Ed. Bates, of St. John, N. B.; date of contract, November 1, 1907; amount of contract, $19,986.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Bricklayers	$0.40 per hour, 9 hrs. p. day
Masons	.40 " 9 "
Carpenters	2.50 per day of 9 hours.
Plumbers	2.00 " 9 "
Roofers	2.00 " 9 "
Painters	2.50 " 9 "
Blacksmiths	2.00 " 9 "
Concrete men	1.80 " 9 "
Timekeeper	1.50 " 9 "
Watchman	1.50 " 9 "
Builders' labourers	1.80 " 9 "
Ordinary labourers	1.50 " 9 "
Driver, 2 horses and wagon	4.00 " 9 "
Driver, 1 horse and cart	.28 per hour, 9 hrs. p. day

Extension to wharf at McPherson's Cove, P. E. I.; name of contractor, F. S. Macdonald, of Souris, P. E. I.; date of contract, November 5, 1907; amount of contract, $4,289.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.50
Engineman for pile driver	2.00
Blacksmiths	1.50
Labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Squadron armoury building at Medicine Hat, Alta.; name of contractor, A. P. Burns, Medicine Hat, Alta.; date of contract, November 5, 1907; amount of contract, $16,600.00

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters	$.40 per hour, 9 hrs. p. day
Joiners	.40 " 9 "
Stairbuilders	.40 " 9 "
Painters and glaziers	.30 " 10 "
Bricklayers	.60 " 10 "
Masons	.60 " 10 "
Stonecutters	.60 " 10 "
Plasterers	.60 " 10 "
Lathers	2.50 per M.
Plumbers	.40 per hour, 10 hrs. p. day
Gas and steamfitters	.40 " 10 "
Tinsmiths	.35 " 10 "
Metal roofers	.35 " 10 "
Builders' labourers	.25 " 10 "
Ordinary labourers	.22½ " 10 "
Driver, 2 horses and wagon	.50 " 10 "

Drill hall at Sherbrooke, Que.; names of contractors, J. Simoneau and A. Dion, of Sherbrooke, Que.; date of contract, November 7, 1907; amount of contract, $82,500.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$2.50
Painters and glaziers	2.25
Bricklayers	4.00
Masons	3.50
Stonecutters	3.50
Plasterers	3.25
Plumbers and steamfitters	2.50
Sheet metal workers	2.50
Builders' labourers	1.75
Common labourers	1.25
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	4.00

Rebuilding and enlargement of ferry wharf at Dalhousie, N. B.; names of contractors, J. and A. Culligan, of Jacquet River, N. B.; date of contract, November 14, 1907; amount of contract, $9,840.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.50
Engineman for pile driver	2.00
Blacksmiths	1.75
" helpers	1.25
Labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Breakwater, Tancock Island, N. S.; names of contractors, A. W. Girroir and K. Sweet, Antigonish, N. S.; date of contract, November 15, 1907; amount of contract, $20,670.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	2.00
Blacksmiths	2.00
" helpers	1.25
Ordinary labourers	1.35
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Land pier at St. Ignace de Loyola, Que.; name of contractor, Eugène Patenaude, of Montreal, Que.; date of contract, November 18, 1907; amount of contract, $10,800.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.00
Carpenters	1.75
Blacksmiths	1.75
Labourers	1.25
Driver, 2 horses and cart	2.00
Driver, 2 horses and wagon	3.00

Post office and building at Lachute, Que.; names of contractors, O. B. Lafleur & Son, Limited, of Lachute, Que.; date of contract, November 22, 1907; amount of contract, $14,971.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Painters	2.00
Bricklayers	3.50
Masons	3.00
Stonecutters	4.00
Plasterers	3.00
Plumbers and steamfitters	2.50
Sheet Metal workers	2.50
Builders' labourers	1.50
Electrical workers	1.75
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Extension to breakwater at Cape St. Mary, N. S.; name of contractor, E. R. Reid, Parrsboro, N. S.; date of contract, November 23, 1907; amount of contract, $9,735.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
" helpers	1.25
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Extension to breakwater at Great Salmon River, N. B.; name of contractor, T. P. Charleson, of Ottawa, Ont.; date of contract, November 27, 1907; amount of contract, $6,990.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	2.00
Blacksmiths	2.00
" helpers	1.50
Labourers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Extension to wharf at St. Alphonse, de Chicoutimi, Que.; names of contractors, J. Heney and Henry Smith, of Ottawa, Ont.; date of contract, November 27, 1907; amount of contract, $38,350.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	1.75
" helpers	1.25
Labourers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Department of Railways and Canals.

Extension of waterworks at Newcastle, N. B.; date of contract, November 8th, 1907; amount of contract, schedule rates; contractor, Charles E. Fish, of Newcastle, N. B.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Blasters	$1.50
Excavators	1.25
Carpenters	1.75
Rock drillers	1.50
Labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00
Timekeeper	1.50

Department of Marine and Fisheries.

The construction of a fog alarm building on Cape Spencer, in the County of St. John, N. B.; name of contractor, Edward Bates, builder and contractor, of St. John, N. B.; amount of contract, $2,650; date of contract, 27th September, 1907.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters	$.25 per hour, 9 hrs. p. day
Bricklayers	.40 " 9 "
Masons	.40 " 9 "
Painters	2.50 per day of 9 hours.
Labourers	1.50 " 9 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	$ 901.82
Making and repairing rubber dating stamps and type, also other stamps	93.00
Supplying stamping material and wooden boxes, and repairing stamping pads	3,155.71
Making and repairing post office scales	28.50
Supplying mail bags	15,308.90
Repairing mail bags	1,696.50
Making and repairing mail locks and supplying mail bag fittings	4,958.00
Supplying Railway Mail Clerks' tin Travelling boxes and repairing portable letter-boxes, Railway Mail Clerks' tin travelling boxes and parcel receptacles	129.75
Making and repairing miscellaneous articles of Postal Stores	22.35
Making up and supplying articles of Official Uniform	1,200.60

INDUSTRIAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1907.

Under this heading account is taken of such accidents only, as were sustained by workmen in the course of their employment and resulted in loss of life or limb, or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 372 individual workpeople in Canada during the month of November, 1907, were reported to the Department of Labour. Of these 142 were fatal and 230 resulted in serious injuries. In addition 3 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before November, 1907. The number of fatal accidents reported in November, 1907, was 2 more than the previous month and 25 more than in November, 1906.

Of 195 returns received during the month giving the age of the victims of industrials accidents, 23 referred to persons under twenty-one years of age, 44 to persons between twenty-one and forty-five, 12 to persons over 45, 116 persons were over twenty-one years of age but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING NOVEMBER, 1907, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed	Injured.	Total
Agriculture	23	25	48
Fishing and hunting	2	..	2
Lumbering	10	10	20
Mining	13	20	33
Building trades	6	23	29
Metal trades	8	37	45
Woodworking trades	..	14	14
Printing trades	..	3	3
Clothing trades	..	2	2
Textile trades	..	7	7
Food and tobacco preparation	1	13	14
Railway service	51	26	77
Navigation	13	7	20
General transport	4	12	16
Civic employees	..	3	3
Miscellaneous	7	12	19
Unskilled labour	4	16	20
Total	142	230	372

Nature of Fatalities and Accidents.

The chief disasters of the month were the killing of five train hands and two passengers in a railway wreck at Moore Lake, Ont.; the killing of seven members of a construction gang; the wounding of others by an explosion of dynamite near Dryden, Ont., the death of four workmen and the serious injuring of three others by the dropping of a wooden bucket in a shaft at Toronto, Ont.; the killing of three miners by an explosion at Hosmer, B. C.; the asphyxiation of three farmers while repairing a well near Aylesbury, Sask.; the drowning of three tug hands in a collision on Lake Ontario, near Port Dalhousie, Ont.; the killing of two hands by the collapse of a railway trestle near Eastman station, Que., and the killing of two miners through an explosion at Cobalt, Ont.

Railway Wreck near Moore Lake, Ont.

On the night of November 14, as the C. P. R., passenger train, No. 8, was approaching Moore Lake station, about thirty-five miles west of Pembroke, Ont., from the east, an east bound light engine collided with it, head on, through a disobedience or misinterpretation of orders on the part of its engineer, he having been instructed to take the siding at Bass Lake west of Moore Lake. In the wreck which ensued five train hands and two passengers were killed and several others were injured. The finding of the coroner's jury was in accordance with the above.

Fatal Explosion near Dryden, Ont.

On November 20, a constuction gang was at work in a rock cutting on the line of the Grand Trunk Pacific Railway 26 miles north-east of Dryden, Ont. The foreman and powderman had been pressing dynamite into a hole and the foreman left to secure a further supply of the explosive. Almost immediately after, an explosion took place killing the powderman. Six other workmen in the cut below were killed by falling rock.

Disaster at Toronto, Ont.

On the evening of November 19, by the parting of a 5-8 inch steel wire cable,

seven men who were ascending in a bucket were dropped 90 feet down the shaft of the waterworks tunnel off Hanlan's Point, Toronto, Ont.; two were instantly killed and two survived only for a short time. The other three were badly injured.

Explosion at Hosmer, B C.

November 11, while a number of men were employed in an open cut at the head of the incline of the Pacific Coal Company's mines at Hosmer, B. C., the unexpected explosion of a charge in a missed hole killed the foreman of the gang and two employees.

Axphyxiation of Three Farmers near Aylesbury, Sask.

On November 22nd, a farmer near Aylesbury, Sask., who had descended into a well for the purpose of repairing it was asphyxiated by gas. Two of his companions went down in turn to attempt a rescue, but died from suffocation.

Drowning of Three Members of the Crew of the Tug "Escort" in Lake Ontario.

On the evening of November 23rd the tugs *Escort* and *Golden City* raced from Port Dalhousie towards Niagara, Ont., for the privilege of towing the barge *Harrison*. While attempting to cross the bow of the barge the Escort was struck and foundered, taking down her captain and two of her crew.

Collapse of Trestle on Canadian Pacific Railway at Eastman, Que.

On November 1 an extra freight train on the Canadian Pacific Railway line, drawn by engine No. 784, a large ten-wheeler, had left Eastman Station and was making its way out on a long trestle near the village, when the trestle collapsed. From rail to water the distance is sixty feet. The engineer and the fireman of the engine were killed, and the brakemean on the train was dangerously injured.

Fatal Explosion at Cobalt, Ont.

On November 21, two miners while engaged in mucking in the north shaft of the Cobalt Lake mine at Cobalt, Ont., struck a shot that had missed fire, causing an explosion which killed both.

Record by Trades and Industries,

Agriculture.—During November 1907, there were 23 fatal and 25 non fatal accidents in this industry, compared with 24 killed and 31 injured in the preceding month and 16 killed and 15 injured in November, 1906. Four of the deaths were due to runaways, 3 to falls, 3 to being struck by trains, 2 each to falling material and machinery, 3 to being asphyxiated by gas in a well, and 1 each to drowning, to an explosion, to being accidently shot, to a collision and to live stock. Of the serious accidents 5 each were due to falls and to live stock, 4 each to machinery and to runaways, 2 each to falling material, to being struck by trains and to tools, and 1 to an explosion.

Fishing and hunting.—Two fishermen were drowned during November, 1907. There were no casualties during October, 1907, nor in November, 1906.

Lumbering.—Death by accident befell 10 workers in this group during November, 1907, while 10 others were injured. In the previous month there were 8 killed and 14 injured and in November of last year 14 killed and 7 injured. Three of the fatalities were caused by falling trees, 2 each by falling material and by being run over by logging train and 1 each to being accidentally shot by a hunter, by being crushed between logs and by drowning Of the other injuries 7 were caused by machinery and 3 by falling material.

Mining.—Thirteen mine workers were killed and 20 injured in November, 1907, compared with 13 killed and 23 injured in the previous month and 3 killed and 4 injured in November, 1906. Six of the deaths were due to explosions, 3 to falling material and 1 each to being run over, to electric shock, to a fall and to being struck by a train. Of the minor accidents 8 each were due to falling material and to explosions and 1 each to a fall, to being run over, to being crushed by cars and to machinery.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 49.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Agriculture—				
Farmer	Napinka, Man.	Nov. 1	1	Fell from vehicle.
"	Lumsden, Man.	" 2	1	Explosion of threshing engine.
"	Lakefield, Que.	" 9	1	Tree fell on him.
"	Norton, N. B.	" 9	1	Struck by train.
"	Lethbridge, Alta.	" 12	1	Run over by threshing machine.
"	Stanbridge, Que.	" 15	1	Tree fell on him.
"	St. Odilou, Que.	" 11	1	In a runaway.
"	Lobo, Ont.	" 16	1	Found drowned in creek.
"	Britannia, Ont.	" 19	1	Struck by train.
"	Grandview, Man.	" 19	1	Caught in thresher.
"	Saskatoon, Sask.	" 15	1	In a runaway.
"	Hawtrey, Ont.	" 20	1	Accidentally shot while hunting a weasel.
"	Aylesbury, Sask.	" 22	3	Overcome by gas in a well.
"	Plympton Tp., Ont.	" 22	1	Fell from top of windmill.
"	Pierreville, Que.	" 20	1	Struck by train.
"	St. Joseph de la Beauce, Que.	" 9	1	In a runaway.
"	Maidstone, Sask.	" 25	1	In a runaway.
"	Thessalon, Ont.	" 28	1	Drowned—broke through ice
"	Edmunston, N. B.	" 1	1	Kicked by a stallion.
"	St. John, N. B.	" 15	1	Thrown from load of hay.
Drover	Alma, Ont.	" 26	1	In a collision of wagons
Fishing and Hunting—				
Fisherman	Bowen Island, B. C.	" 16	1	Drowned.
"	Near New Westminster, B. C.	" 13	1	Drowned, fell out of boat.
Lumbering—				
Logger	Eagle Lake, N. B.	" 14	1	Tree fell on him.
"	Campbellton, N. B.	" 14	1	Accidentally shot by a hunter.
"	Huntsville, Ont.	" 22	1	Tree fell on him.
"	Chatham Channel, B. C.	" 26	1	Crushed between 2 logs.
"	Chemainus, B. C.	" 5	2	Logging train ran away.
"	Slocan, B. C.	" 26	1	Tree fell on him.
"	Cortez Island, B. C.	" 23	1	Drowned.
Saw mill hand	Newville, N. S.	" 1	1	Smokestack fell on him.
"	Chaudière Curve, Que.	" 23	1	Pile of logs fell on him.
Mining—				
Mine superintendent	Eustis Mine, Que.	" 2	1	Run over by water car.
"	Thetford Mines, Que.	" 15	1	Electrocuted.
Miner	Dominion No. 7, N. S.	" 8	1	By fall of stone.
"	Hosmer, B. C.	" 11	3	By explosion of dynamite.
"	Reserve, N. S.	" 13	1	Fell down shaft, 200 ft.
"	Michel, B. C.	" 20	1	Struck by runaway car.
"	Sydney, N. S.	" 25	1	Explosion of boil .
"	Nanaimo, B. C.	" 18	1	By fall of rock.
"	Cobalt, Ont.	" 29	2	Explosion of dynamite.
Quarryman	Glen Williams, Ont.	" 28	1	Rock fell on head.
Building Trades—				
Carpenter	Ottawa, Ont.	" 1	1	Scaffold broke, fell 30 ft.
"	Moose Jaw, Sask.	" 23	1	Building collapsed.
Painter	Montreal, Que.	" 4	1	Fell 50 ft.
Bricklayer	Toronto, Ont.	" 15	1	Fell 60 ft.
Decorator	Guelph, Ont.	" 21	1	Fell 12 ft. from scaffold.
Plasterer	Toronto, Ont.	" 25	1	Nail ran into foot, died of lockjaw.
Metal, Engineering and Shipbuilding Trades—				
Iron worker	St. Catharines, Ont.	" 5	1	Caught in belting.
"	Montreal, Que.	" 7	1	Fell in a fly wheel.
"	Sydney, N. S.	" 13	1	Struck by moving car.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE SERIES F., No. 49.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1907.

Trade or Industry.	Locality.	Date.	No. Killed	Cause of Fatality.
Electrical worker	Toronto, Ont.	" 7	1	Pole fell on him.
"	Montreal, Que.	" 17	1	Electrocuted.
"	Ottawa, Ont.	" 17	1	Fell from pole.
"	Quebec, Que.	" 21	1	Electrocuted.
Structural iron worker	Pokiok, N. B.	" 29	1	Derrick boom fell on him.
Food and Tobacco Preparation—				
Sugar refinery hand	Montreal, Que.	" 5	1	Caught in belting.
Railway Service—				
Engineer	Eastman, Que.	" 1	1	Train plunged through trestle.
"	Chemainus, B. C.	" 5	1	Jumped from runaway train.
"	Moore Lake, Ont.	" 14	2	In head on collision.
Fireman	Eastman, Que.	" 1	1	Train plunged through trestle.
"	Chemainus, B. C.	" 5	1	Jumped from runaway train.
"	St. Clet, Que.	" 12	1	Rear end collision.
"	St. Polycarpe, Que.	" 12	1	Head on collision.
"	Moore Lake, Ont.	" 14	1	"
"	Pilot Butte, Man.	" 6	1	"
Brakeman	Bowmanville, Ont.	" 7	1	Run over by train.
"	Kenora, Ont.	" 6	1	"
"	Moore Lake, Ont.	" 14	2	Head on collision.
"	Brandon, Man.	" 18	1	In derailment.
"	Lethbridge, Alta.	" 5	1	Run over by train.
"	Hervey Junction, Que.	" 10	1	In derailment.
"	Goderich, Ont.	" 19	1	Derailment of engine.
"	Toronto, Ont.	" 10	1	Struck by engine.
Yardman (switchman)	Charlottetown, P. E. I.	" 8	1	Run over by train.
"	Montreal, Que.	" 15	1	"
"	North Bay, Ont.	" 18	1	"
"	Port Arthur, Ont.	" 20	1	"
"	Winnipeg, Man.	" 2	1	Caught between cars.
Car repairer	Sherbrooke, Que.	" 25	1	"
"	Ottawa, Ont.	" 22	1	Run over by train.
Sectionman	Arnprior, Ont.	" 6	1	Struck by a train.
"	Campbelltown, N. B.	" 5	2	Explosion of dynamite.
"	Macadam, N. B.	" 11	1	Run over by train.
"	Cuskin, B. C.	" 5	1	Struck by train.
"	Montreal, Que.	" 24	1	Run over by train.
"	Montreal, Que.	" 28	1	Run over by train.
"	St. Thecle, Que.	" 27	1	Run over by train.
Construction hands	Blaine, B. C.	" 2	2	Killed in a landslide.
"	Neeling, Ont.	" 18	2	Struck by an engine.
"	Dryden, Ont.	" 20	7	Explosion of dynamite.
"	Ingolf, Ont.	" 25	1	Explosion of dynamite.
"	Edmonton, Alta.	" 28	1	Explosion of dynamite.
"	Kenora, Ont.	" 29	1	Caught between cars.
Baggageman	Moose Lake, Ont.	" 14	1	Head on collision.
Express messenger	Moose Lake, Ont.	" 14	1	Head on collision.
"	Pilot Butte, Man.	" 6	1	Head on collision.
Navigation—				
Captain	Nanaimo, B. C.	" 12	1	Fell from vessel to wharf.
"	Halifax, N. S.	" 28	1	Caught between cars.
Sailor	Victoria, B. C.	" 16	1	Drowned, fell overboard.
"	Port Dover, Ont.	" 28	1	Drowned, fell overboard.
Watchman on vessel	Victoria, B. C.	" 14	1	Fell from vessel to wharf.
Mate	Charlottetown, P. E. I.	" 28	1	Drowned, hurled overboard by boom.
Scow hand	Portage la Prairie, Man.	" 28	1	Struck by capstan bar.
Longshoreman	Victoria, B. C.	" 14	1	Fell 15 feet.
"	Quebec, Que.	" 20	1	Coal bucket fell on him.
"	St. John, N. B.	" 4	1	Fell from ladder into slip.
Capt. " Tug "Escort" Engr. " Hlpr. "	Port Dalhousie, Ont.	" 23	1	Drowned, vessel foundered in collision.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 49

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1907.

Trade or Industry.	Locality.	Date.	No. Killed	Cause of Fatality.
General Transport—				
Hostler	Penetanguishene, Ont	" 6	1	By electric shock.
Teamster	Joliette, Que	" 11	1	Run over by loaded vehicle.
"	Musquash, N. B	" 14	1	By falling tree.
Street railway employee	Winnipeg, Man	" 9	1	Caught between cars.
Miscellaneous—				
Clerk	Montreal, Que	" 3	1	Head crushed off in elevator.
Domestic	Vancouver, B. C	" 4	1	Lighted fire with coal oil.
Window cleaner	Toronto, Ont	" 14	1	Fell 50 ft. to pavement.
"	Toronto, Ont	" 14	1	Fell from fifth floor.
Gas Co.'s employee	Ottawa, Ont	" 15	1	Explosion of dynamite.
"	Montreal, Que	" 18	1	Asphyxiated by gas.
Drug clerk	Cobalt, Ont	" 16	1	Inhalation of fumes of nitric acid.
Unskilled Labour—				
Labourers	Toronto, Ont	" 19	4	Cage dropped 100 feet in caisson.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH BUT ONLY REPORTED TO THE DEPARTMENT IN NOVEMBER.

Roofer	Bridgeburg, Ont	Oct. 27	1	Fell from scaffold.
Brakeman	Lethbridge, Alta	" 30	1	Run over by train.
Labourer	Edmonton, Alta	" 29	1	Cave in of earth.

Building—Six deaths by accident occurred in these trades, and 23 workers were seriously injured during November 1907, compared 6 killed and and 30 injured in October and 1 killed and 6 injured during November 1906. Four workmen were killed by falls, 1 by the collapse of a building and 1 died from lockjaw, his foot having been pierced by a rusty nail. Twelve workers were injured by fall, 6 by falling material, 2 by falls from buildings, 1 by machinery and 1 by an explosion.

Metal.—Among these workers death by accident occurred to 8 while 37 others were injured. In October 14 were killed and 58 injured and in November of last year 4 were killed and 32 injured. Three of the deaths were due to falling material, 2 each to machinery and electric shock and 1 to being struck by a train. Of the injuries 12 were due to machinery, 9 each to falls and falling material, 3 to molten metal, 2 to elevators and 1 each to electricity and to an explosion.

Woodworking—There were 14 workers in this group injured in November, compared with 1 killed and 13 injured in the previous month and 1 killed and 6 injured in November 1906. All of the 14 accidents were caused by machinery.

Printing.—There were 3 minor accidents due to machinery in these trades, compared with 4 in October and 1 in November, 1906.

Clothing.—Two workmen were injured by machinery in this group during November. In October last 1 worker was injured and in November of last year 2.

Textile.—Seven workers were injured in November, compared with 5 in the previous month and 3 in November, 1906. Three of the accidents were due to machinery, 2 to falling material and 1 each to a fall and to an explosion.

Food and tobacco preparation.—There

were 1 killed and 13 injured in November. In October last the record was 4 killed and 8 injured and in November of last year 5 killed and 14 injured. A sugar refiner in Montreal, Que., was caught in belting and killed. Six of the injuries were caused by falls, 4 by machinery and 3 by explosions.

Railway service.—Among railway employees there were 51 killed and 26 injured during November, compared with 39 killed and 35 injured in the preceding month and 27 killed and 40 injured in November, 1906. Twelve of the deaths were due to the victims being run over, 11 to explosions, 11 to collisions, 5 each to derailments and being struck by trains, 3 to being caught between cars, and 2 each to falls and falling material. Of the accidents 6 each were due to the victims being caught between cars and to collisions, 5 to explosions, 4 to falls, 3 to being run over and 1 each to a derailment and to machinery.

Navigation. — Fatal accidents occurred to 13 workers in this class and serious injuries to 7. In October there were 12 killed and 6 injured and in November of last year 30 killed and 5 injured. Of the deaths 6 were caused by drowning, 4 by falls and 1 each by being caught between cars, by being struck by a capstan bar and by falling material. Four of the injuries were caused by falls and 1 each by exposure, by falling material and by being caught between two loaded vehicles.

General transport.—There were 4 killed and 12 injured in November, 1907, compared with 9 killed and 29 injured in the preceding month and 3 killed and 10 injured in November a year ago. Of the deaths 1 each was due to electric shock, to the victim being run over, to a runaway and to being caught between cars. Six of the injuries were due to collisions, 4 to falls, 1 to a runaway and 1 to being run over.

Civic employees.—Two civic firemen were injured by falling material and 1 by a fall during November. In the previous month there were 2 injured and in November, 1906, 1 killed and 11 injured.

Miscellaneous. — Seven were killed and 12 injured in this group. Three of the deaths were due to explosions, 2 to falls, 1 to an elevator and 1 to inhaling the fumes of nitric acid. Four of the accidents were due to collisions, 3 to machinery, 2 to falls and 1 each to falling material, a runaway and an explosion. In October, 1907, the record was 5 killed and 23 injured and in November, 1906, 8 killed and 11 injured.

Unskilled labour.—Four labourers were killed and 3 seriously injured by the fall of the bucket down the shaft of the new waterworks improvement in Toronto, Ont. Thirteen other labourers were seriously injured during November. Eight of these last injuries were caused by falling material, 2 by falls and 1 each by being run over, by an explosion and by an elevator. In the previous month 5 workers were killed and 24 injured and in November of last year 1 was killed and 8 injured.

TRADE DISPUTES DURING THE MONTH OF NOVEMBER, 1907.

THERE were very few trade disputes in Canada during November, and the losses through this cause were comparatively slight. The only locality where a large body of employees was affected was at St. John, N. B., where transportation was hampered through a strike of longshoremen, during the latter part of the month.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during November was 8, a decrease of 14 compared with the previous month, and a decrease of 11, compared with November 1906. About 34 firms and 1,686 employees were affected by these disputes, 15 firms and about 1,107 employees being involved in the disputes which began in November.

Loss of time in working days.—The loss of time to employees through trade disputes during November amounted approximately to 19,275 working days,

compared with 63,350 in October, and 78,655 in November, 1906.

Trades affected by new disputes.—The following table shows the trades affected by the new disputes of the month, and the number of workpeople affected in each group of trades:

Trades.	No. of Disputes.	No. of Workers.
Building	1	50
Transport	1	1,049
Miscellaneous trades	1	8
Total	3	1,107

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of Canada:—

Province.	No. of Disputes.
New Brunswick	1
Ontario	1
British Columbia	1
Total	3

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	1
For shorter hours	1
Dispute between trade unions over right to do certain work	1
Total	3

Methods of settlement.—Of the 8 disputes that were in existence during November, 5 were terminated either definitely, or by industrial conditions ceasing to be affected by them, leaving 3 still in existence at the end of the month. In 1 dispute a settlement was reached through negotiations between the parties concerned, in 2 others settlements were reached with some employers through negotiations, and in 2 the strikers secured work elsewhere.

Results of disputes.—Of the disputes that were terminated, 2 resulted in favour of the employers, and in 2 the employees were partially successful, some employers conceding their demands. The result of one dispute, which concerned certain conditions of employment, was uncertain, both sides claiming a victory.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during November, which began in previous months comprised strikes of plumbers and electrical workers at Toronto, Ont., tailors at Kingston, Ont., and cigar-makers at Montreal, Que. A brief account of these disputes is given below.

Dispute of Cigar Makers at Montreal, Que.

On October 10, a dispute of cigar-makers employed by the firm of Granda Hermanos y Ca., took place at Montreal, Que. According to the employers the dispute arose because the cigarmakers insisted on receiving good wrappers for broken ones, without giving an account of what was done with the latter, and it was decided that additional wrappers would not be given if the broken ones were not returned. The firm reported that work was resumed on November 7, the cigar-makers having agreed to return the broken wrappers. According to the cigar-makers' union, the dispute was of the nature of a lockout, caused by the refusal of the employees to perform certain work not included in the agreement existing between them and this firm, and their refusal to comply with certain other requirements. It was claimed that the dispute was settled on November 6, when the employers withdrew their demands, and agreed to confine themselves in the future to the terms of the agreement which had been formerly concluded with their employees. According to the firm, 65 employees were directly affected by this dispute, but according to the cigar-makers' union, 147 men

were directly affected and 12 women workers were indirectly affected by it.

Strike of Machinists at Toronto, Ont.

In a report received from the Machinists' Union with reference to a strike of machinists at Toronto, which began on June 8, information was given supplementing the account of this dispute which appeared in the October number of the *Labour Gazette*. It was claimed that a large number of firms conceded their demand for a nine-hour day without a strike, and that in November there were at least 38 shops which recognized the nine hour day for machinists. In three or four of these, the machinists worked 10 hours, but received pay at the rate of time and one half for the extra hour. It was claimed that the strike was still in existence with regard to some shops, but that there were 525 union machinists at work, the majority of whom had a working day of nine hours or less. While the shops which conceded the demands of the union were mostly small ones, it was stated that nearly two-thirds of the machinists of Toronto were employed in shops. The Secretary of the Employers' Association reported early in November that the strike was over, so far as the employers were concerned, all the shops being run with full staffs of men.

Strike of Tailors at Kingston, Ont.

A strike of tailors at Kingston, Ont., which began on September 23, continued throughout November. One attempt at a settlement was made during the month, when the employers presented an offer to their striking employees, agreeing to pay the wages demanded, but one of the firms affected reported that the strikers refused to return to work unless they had union shops, to which the employers would not consent. On November 27, two of the strikers were prosecuted on the charge of using threatening language to three tailors who had taken their places, and were sentenced by the magistrate to a fine of $100, or one month in jail. It was reported that 7 firms and about 75 employees were originally affected by this dispute, but 2 of the firms conceded the demands of the strikers in October, and the other employers claimed in November that work was going on satisfactorily in their shops. The matters in dispute were a decision of the employers to conduct "open shops", and a demand of the employees for an increase of 15 per cent. in their wages.

Strike of Plumbers at Toronto, Ont.

No settlement was reported with regard to a strike of plumbers which began at Toronto, Ont., on May 15, on account of the refusal of the employers to grant a demand for an increase in wages and "closed shops". It was stated that about 250 men out of 500 who went out had returned to work on the terms demanded. Places of other strikers had been filled and conditions ceased to be greatly affected by the dispute.

Strike of Electrical Workers at Toronto.

It was reported that the 25 electrical workers who went on strike at Toronto on July 20, in sympathy with the striking plumbers, obtained employment elsewhere, and conditions ceased to be affected.

Strike of Boilermakers at Halifax, N. S.

The strike of boilermakers at the dry dock of the Halifax Graving Dock Company, which took place on September, 25, continued throughout the month. The cause of the dispute was the refusal of the company to grant a demand for an increase in wages. About 89 employees were affected directly by this dispute, and 100 indirectly.

New Disputes.

The new disputes of the month affected longshoremen at St. John, N. B., bricklayers at Victoria, B. C., and barbers at London, Ont.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C., No. 83.

TABLE OF TRADE DISPUTES DURING THE MONTH OF NOVEMBER.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employes affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males	Females	Males	Females			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Building Trades—											
Plumbers	Toronto, Ont.....	Against employment of non-unionists.....	1	.....	50	.....	.....	.....	Apr. 13	.....	No settlement reported, but conditions ceased to be affected.
.....	Toronto, Ont.....	Demand for increase in wages from 37½ to 45 cents per hour, apprentices from $6.50 to $8.50 per week and closed shops.....	6	.....	270	.....	.....	.....	May 15	.....	No settlement reported, but many strikers secured work on terms demanded and places of others were filled. Conditions ceased to affected.
Metal Trades—											
Electrical workers..	Toronto, Ont.....	In sympathy with striking plumbers.....	5	.....	25	.....	.....	.....	July 20	.....	Strikers secured work elsewhere.
Boilermakers and helpers..... ...	Halifax, N. S.....	For increase in wages, mechanics from $2.50 to $3.50, helpers from $1.80 to $2.50 per day, and recognition of union....	1	.....	89	.....	100	.....	Sept. 25	.....	No settlement reported at end of month.
Clothing Trades—											
Tailors...	Kingston.....	Against declaration of employers for open shops and demand for higher wages and shorter hours.....	5	.....	18	36	.....	.....	Sept. 23	.....	No settlement reported at end of month, but employers claimed to be no longer affected.

Food and tobacco preparation—													
Cigar makers	Montreal, Que	Against conditions of employment	1	.....	47	.....	.....	12	Oct.	10	Nov.	7	Agreement reached, each side claimed victory.

DISPUTES WHICH BEGAN DURING THE MONTH.

Building Trades—													
Bricklayers	Victoria, B. C.	Dispute with stonecutters over right to lay cut stone	1	.....	50	.....	.....	.....	Nov.	15	.....		No settlement reported at end of month.
General Transport—													
Longshoremen	St. John, N. B.	Demand for increase in wages from 30 to 40 cents per hour	7	.....	1,000	.....	.....	.....	Nov.	22	.....		No settlement reported at end of month.
Miscellaneous Trades—													
Barbers	Hamilton, Ont	Demand for shorter hours on Saturdays	6	.....	8	.....	.....	.....	Nov.	2	.....		Demand granted by employers, all strikers except 2 secured work on terms demanded during month.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

Dispute of Longshoremen at St. John, N, B.

On November 22, the longshoremen of St. John., N. B., declined to remove the cargo of the Canadian Pacific Railway steamship "Empress of Ireland," which arrived in port on that day, on account of the refusal of the Company to grant a demand for wages of 40 cents per hour, instead of 30 cents, which was the rate prevailing last winter. The other shipping companies of that port were involved in this dispute including the Battle Line, the Furness Line, the Manchester Line, the Head Line, the Donaldson Steamship Company, the Elder Dempster Line and the Allan Line. The number of men interested in the dispute was 1,049. No settlement took place during the month, and the work of loading and unloading the vessels that entered the port was performed by the crews, assisted by a number of men brought from Montreal and other places for this purpose. It was stated by representatives of the men that more than 100 labourers were brought to St. John by the Canadian Pacific Railway and the Donaldson Line.

Strike of Bricklayers at Victoria, B. C.

On November 15, the bricklayers, to the number of 50, employed on the building of an addition to St. Joseph's Hospital at Victoria, B. C., stopped work on account of a disagreement with the stonecutters, over the right to lay cut stone, which was claimed by both the bricklayers' and stonecutters' unions. No settlement of the dispute was reported at the close of the month.

Strike of Barbers at Hamilton, Ont.

On November 2, a strike of 8 barbers employed in 6 shops took place at Hamilton, Ont. The cause of the dispute was a demand for earlier closing on Saturdays so that all work would be over by midnight. In the course of the month 2 employers granted the demand of the barbers' union, and all the strikers except two secured work in these shops and elsewhere.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of November, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during November, 1907.

DOMINION REPORTS.

Government Railways and Canals.

Annual Report of the Department of Railways and Canals for the fiscal period from July 1, 1906, to March 31, 1907.

THE Report of the Department of Railways and Canals for the nine months ended March 31, 1907, states that the total railway expenditure for this period amounted to $14,918,598.92, which included $5,537,867.50 for the National Transcontinental Railway, $1,323,367.48 for subsidies to railways other than government roads, and $68,664.29 for the Board of Railway Commissioners for Canada. The earnings of the Intercolonial Railway amounted to $6,248,311, producing a profit of $218,139.17 over the expenditure. The Windsor branch of the Intercolonial Railway, which is leased by the Government to the Dominion Atlantic Railway Company, showed a profit of $30,015.20, and the Prince Edward Island Railway with earnings of $215,434.97, showed a loss of $67,713.53.

Department of Agriculture.

Report of the Minister of Agriculture for the Dominion of Canada for the fiscal year ended March 31, 1907. Ottawa; King's Printer, 1907. Pages, 125. Price, 10 cents.

The Report of the Minister of Agriculture for the fiscal year ended March 31, 1907, contains a summary of the work of the various branches of the Department of Agriculture during this period. The dairying industry is reported to have been in a very satisfactory condition, the yield of milk having been quite up to the average, while the price of cheese was the highest ever received. Encouraging reports with regard to the

apple trade were received from Great Britain, prices for Canadian apples ruling from two to five shillings per barrel higher than for the same varieties from other countries. Many improvements were made in facilities for cold storage, subsidies being granted by the government for cold storage warehouses and iced cars for cheese and fruit. Two new experimental farms were established during the year, one at Lethbridge in Southern Alberta, and the other at Lacombe in Northern Alberta, and it is the intention of the Department to establish several additional stations in other parts of Canada.

Dominion Lands and Immigration.

Annual Report of the Department of the Interior for the fiscal period from July 1, 1906, to March 31, 1907. Ottawa; King's Printer, 1907. Pages, 472. Price, 30 cents.

The Report of the Department of the Interior for the nine months ended March 31, 1907, shows continued progress of the country in the amount of land taken up and in the number of immigrants who arrived during this period. The total revenue of the Department amounted to $2,278,548.21, a net increase of $753,333.28 compared with the corresponding previous nine months. There were 124,667 immigrant arrivals and 21,647 free homestead entries. The total British immigrants numbered 55,791, an increase of 17,170 over the corresponding period of the previous year. From the United States there were 34,748 immigrants. The next highest number of immigrants came from Russia, of whom there were 5,802 Hebrews and 1,927 others.

BRITISH REPORTS.

Conciliation and Arbitration Boards.

Report on Rules of Voluntary Conciliation and Arbitration Boards and Joint Committees. London: Wyman and Sons, Ltd., 1907. Pages, 298. Price, 1s. 4d.

A report on the rules of conciliation and arbitration boards and joint committees in Great Britain and Ireland, has been issued by the Labour Department of the British Board of Trade. The practice of dealing with matters affecting the relations between employers and their employees by these boards and committees has become very widespread in the United Kingdom, 194 being known to be in existence in the various trades at the present time, as well as two others restricted to co-operative societies, and 15 district boards not confined to any particular trade. Most of the principal trades have their boards or committees, including the coal mining, iron and steel industries, the cotton trade, engineering, shipbuilding and building trades.

Some of the more important boards limit their work to fixing the general level of wages; others inquire only into disputes at individual works; others deal with the demarcation of work between different trades, but the most numerous class consider all questions. The rules of 36 trade boards provide for reference to the Board of Trade for the appointment of a final authority to settle disputes; 26 other boards have final recourse to a permanent neutral chairman, arbitrator, or referee, and 11 have reference to an arbitrator, umpire or referee appointed in each case. There are 15 boards with power to refer disputes to two arbitrators and an umpire, the umpire having the final decision, and 7 boards with power to refer disputes to three arbitrators or referees, who decide by a majority vote.

OTHER REPORTS RECEIVED.

Canada.—Report, returns and statistics of the Inland Revenues of the Dominion of Canada for the fiscal year ended March 31, 1907. Part III. Adulteration of Food.

Department of the Interior, Report of the Chief Astronomer for the year ending June 30, 1906.

Report of the Department of Trade and Commerce for the fiscal year (nine months) ended March 31, 1907. Part I. Canadian Trade.

Public accounts for the fiscal period of nine months, ended March 31, 1907.

Ontario.—Annual Archæological Report, 1906, being part of Appendix to the Report of the Minister of Education.

Annual Report of the Inspector of Registry Offices for the Province of Ontario, 1906.

Second Annual Report of the Poultry Institute of the Province of Ontario, 1906-7.

Report of the Text Book Commission, 1907.

Report of the Farmers' Institutes of the Province of Ontario, 1906. Part I. Farmers' Institutes.

British Columbia.—Report of the Chief Commissioner of Lands and Works for the fiscal year 1905-6.

Thirty-fourth Annual Report of the Registrar-General of British Columbia. Abstract of 1906.

Annual Report on the Public Hospital for the Insane of British Columbia for the year 1906.

United States.—Annual Report of the Secretary of Internal Affairs of Pennsylvania. Part III. Industrial Statistics, 1906.

Italy.—Ufficio del Lavoro. Statistica delgi scioperi avvenuti in Italia nell' Anno 1904.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

SUPREME COURT CASES.

THE Supreme Court of Canada recently disposed of an appeal taken by plaintiff, a motorman in the employ of defendants, from a judgment of the Court of Appeal of Ontario reversing the verdict and judgment at the trial in plaintiff's favour and dismissing the action. Plaintiff was taking his car to a place called Springbank, outside the city of London, when it ran into a car stranded on the track, and plaintiff was injured. On the trial of his action for damages, it was shown that the power was very poor on the car on this trip, the lights going out frequently. The car crossed the circuit breaker, and plaintiff threw off the controller and started to put down the brakes when the collision occurred. The jury found that no negligence or breach of duty on plaintiff's part contributed to the accident, and gave him a verdict of $1,500. The Court of Appeal set aside the verdict and dismissed the action on the ground that according to the evidence the accident was caused by plaintiff's violation of a rule of the Company requiring him, when the power left the line, to shut off the controller, throw the overhead switch and bring the car to a stop. The Supreme Court dismissed the appeal instanter.

(Harris v. London Street Railway Co.; 12th November, 1907.)

Appeals in Damage Suits Dismissed.

An appeal by defendants from a judgment of the Court of Review at Montreal, affirming the judgment at the trial in favour of plaintiff, has been dismissed by the Supreme Court of Canada. The action was brought by the widow and children of the late John E. Cameron to recover damages on account of his death, caused, as alleged, by the negligence of the defendants in leaving certain dangerous machinery unprotected. The defence was that the deceased was master mechanic, in full charge of the defendants' paper mills at East Angus, that he had been instructed to have all machinery properly protected at the defendants' expense, and that the accident from which his death resulted was caused solely through the neglect and imprudence of the deceased.*

(Royal Paper Mills Co. v. Cameron; 5th November 1907; Supreme Court.)

An appeal by defendants from a judgment of the Court of Review, sitting at Quebec, affirming the judgment at the trial in favour of plaintiff, has been dismissed by the Supreme Court of Canada, without costs on an equal division of opinion among the judges. Plaintiff sued defendants for $5,000 damages for injuries suffered in an accident at their foundry at Three Rivers. At the trial the presiding judge found defendants negligent in failing to supervise the manner in which employees did their

* For reports of the former proceedings in the case, see the August, 1906, and April, 1907, numbers of the *Labour Gazette*, at pages 213 and 1145 respectively.

work, but also found contributory negligence on the part of plaintiff in disobeying orders and failing to make use of proper appliances furnished for the purposes of his employment. Judgment went in favour of plaintiff for $1,200 damages under the rule as to common fault in the Province of Quebec.

(Jean v. Montreal Pipe Foundry Co.; 5th November, 1907; Supreme Court.)

QUEBEC CASES.

Claim for Damages Dismissed.

Plaintiff, a pressman in the employ of defendants, brought suit to recover an indemnity of $1,985 for injuries sustained by him in the course of his employment. Plaintiff claimed that as he was in the act of feeding one of the presses, another employee of the Company started the machinery without giving due warning, with the result that the thumb of his right hand and two fingers were crushed and cut off, and two other fingers were so badly maimed as to prevent him from using his right hand for life. He further set that the accident was due to the fault and negligence of the defendants in not properly supervising the work, by not placing a competent man to run the press, and in the machinery being set in motion while he was placing paper in the press. Defendants pleaded that plaintiff was thoroughly accustomed to the work, having been properly instructed when he entered their employ; that the work was not dangerous if instructions were carried out; that the press was in good working order, and the operator competent, and that plaintiff had been injured because he had not followed instructions in regard to his work. The evidence showed that at the time of the accident, plaintiff was working on a four-deck Goss Straightline press. As often happens, the feed broke, and together with another employee named Corrigan, plaintiff was ordered to run the feed through the cylinders again. They accordingly put the paper through the first set of cylinders, while the machinery was at a standstill, after which the operator turned on the power, but not to its full extent, so that the paper might slowly reach the second set of cylinders. When it reached there, instead of taking the direction wanted, the paper curled up around one of the cylinders, and while plaintiff attempted to disentangle it, his hand was caught in the machinery. The evidence satisfied the Court that the accident was entirely due to plaintiff's own fault and negligence, and the action was dismissed.

(Cudner v. Montreal Star Publishing Co.; 12th November, 1907; Pagnuelo, J.)

Damage Action Settled out of Court.

An action for damages brought by planitiff for injuries sustained by him in the course of his employment by defendants was recently settled out of Court on the eve of trial by a jury.

Plaintiff, a young man, was employed in the Angus shops of the defendants at Montreal, and while he was carrying a pail of molten lead, some of it flew up and struck him in the right eye, destroying the sight. He sued for $5,000, but a settlement was effected whereby defendants pay $1,200 and costs.

(Vinet v. C. P. R. Co.; 28th November, 1907; Superior Court, Montreal.)

Wrongful Dismissal.

Plaintiff brought action in the Superior Court at Montreal to recover $655 damages for unjustified dismissal from employment as a clerk. The trial judgment dismissed plaintiff's action with costs, but on an appeal to the Court of Review, this judgment was reversed, and plaintiff's action maintained to the extent of $159 and costs.

(Jacob v. Nolan; 4th November, 1907; Court of Review.)

Breach of Contract of Hiring.

Plaintiff sued to recover $500 for damages he claimed to have suffered by reason of the refusal of the defendant to confirm a contract which he claimed gave him the agency of the Company in the District of Quebec. The defence was that there was never any contract between the parties; that there were only attempts made to form a contract, and that, in any event, even if plaintiff considered there really was a contract, it was an-

nulled by plaintiff's own letter. The trial judgment awarded plaintiff $147, but on an appeal by defendant, the Court of Review at Montreal reversed the judgment at the trial and dismissed the action, holding that no contract had been made out.

(Vaillancourt v. La Sauvegarde Assurance Co.; 4th November, 1907.)

Seamen Punished for Breaches of Discipline.

Andrew Brown, a fireman on the Allan liner "Victorian," was brought before the Judge of Sessions at Montreal recently, charged with refusal to work, although ordered to do so by his superior officer. The accused declared that he was sick, and that it was impossible for him to work on the day in question. The chief engineer gave accused the order several times, but he refused to move coal. The accused was sentenced to five weeks in jail.

Rex. v. Brown; 6th November, 1907; Choquet, J.)

John Lewis, a sailor on the steamship "Parkwood," was before the said Court on two charges, one of assault on the first mate of the ship, and the other of refusing to obey orders. The accused pleaded that he was under the influence of liquor at the time of the commission of the offences. He was sentenced on the first charge to six weeks in jail, and on the second charge to four weeks in jail.

(Rex v. Lewis; 6th November, 1907; Choquet, J.)

Louis Christopherson, a Norwegian, and Grance Blanco, a Spaniard, both sailors on the Donaldson line s.s. "Escalona," deserted their ship. Two days later they were found on the wharf under the influence of liquor, and were brought before the Magistrate. Christopherson expressed his willingness to return to his ship and was discharged, but as Blanco was obdurate, he was sent to jail for four weeks with hard labour.

(Rex v. Christopherson and Blanco; 8th November, 1907; Lafontaine, P. M.)

Fraudulent Use of Trade Mark.

A judgment of interest to milkmen and others was recently rendered in a case wherein F. A. Stephen, a milkman, was accused of delivering his milk in bottles bearing the registered trademark of the Guaranteed Pure Milk Company, blown in the glass. The prosecution was instituted under the article of the Criminal Code dealing with the fraudulent use of trade marks, etc. The accused was found guilty and fined $5 and costs.

(Rex v. Stephen; Choquet, J.)

Damages for Death of Husband.

Plaintiff brought action in the Superior Court of Montreal to recover $12,000 damages for herself and two minor children, on account of the death of her husband, who was accidentally killed while employed as brakeman in the service of defendants on April 16 last.

Deceased was on the last car of a freight train, which, when nearing the Victoria Bridge, was backed on a side track. The car ran off the track, and deceased fell to the ground, was run over and killed. The jury found that there was no fault or negligence on the part of deceased, and holding the defendants responsible, rendered a verdict for $3,000 damages in favour of the widow, and $1,000 for each of the children.

(Robson v. G. T. R. Co.; 2nd November, 1907.)

Buckingham Strikers Found not Guilty of Manslaughter but Convicted of Rioting.

At Hull, during the month of November, six strikers, Adelard Hamelin, Hilaire Charette, Louis Landry, Jean Bte. Clement, Colbert Bastien and George Robinson Croteau, came up for trial on a charge of manslaughter for the killing of certain detectives who were employed by the Maclaren Company to protect their workmen who were engaged in removing logs of the Company on October, 8, 1906.

After a lengthy hearing, the accused were acquitted of the more serious charge, but were found guilty by the Magistrate of rioting, and sentenced to two months' imprisonment each.

In rendering his decision, the Magistrate said that the evidence was not strong enough to warrant him in finding the accused guilty of manslaughter, but it was quite clear that they were rioters.

(Rex v. Hamelin et al.; 19th November, 1907; Talbot, District Magistrate.)

Barbers' Annual Dues to Association.

In the Circuit Court at Sherbrooke, recently, the Quebec Barbers' Association sued four barbers, Messrs. Blais, Morin, Rouillard and Roberge, to recover from each the sum of $2, the amount of their dues to the Association. Defendants pleaded that they did belong to the Association, but as they had not paid dues, they had become lapsed members, and if there was an action against them, it was not an action to recover the annual dues, but it was an action for a penalty of $10, which is by law imposed on any barber practicing in a city of over 5,000 population who is not a member of the Association. The Court held that the Association had the option to take action for the penalty of $10, or for the annual dues, and maintained the action.*

(Quebec Barber's Association v. Blais et al; 30th October, 1907: Hutchinson, J.)

Trainmen Acquitted on Charge of Manslaughter.

Operators Stata and Sheets and Brakeman Howells, three Grand Trunk Railway employees, who were committed for trial on a charge of manslaughter, as noted at page 613 of the November number of the *Labour Gazette*, for causing the death of a fellow employee by failing to observe the rules of the Company, have been acquitted in the Court of Sessions at Montreal. The presiding judge found that it had not been proved that the operators in question or the brakeman had received orders that there was a second train coming down the track, with orders to proceed ahead to Montreal.

(Rex v. Howell *et al*; 12th November, 1907; Choquet, J.)

Responsibility of Locomotive Engineer.

A coroner's jury decided to acquit Engineer Rudolphe Vallee of criminal responsibility in connection with the ballast train collision at St. Polycarpe, on the line of the G. T. R., in which Fireman Hope of Montreal was killed on 12th November.

Vallee was in charge of the engine attached to the moving train which crashed into the stationary one. He explained to the Coroner that his engine was going tender first. His lamps had been giving him trouble, having gone out several times between Coteau and St. Polycarpe. This caused him to lose his bearings, and he did not think he was so near St. Polycarpe. This, along with the anxiety because his gauge indicated low water, caused him to miss the switch, and a collision was inevitable before he realized that this had occurred. This frank statement was largely responsible for the way the jury decided to excuse the engineer.

(Inquest re Hope; 15th November; 1907.)

Engineer Held Responsible.

Engineer Rennick, at a coroner's inquest held at St. Clet, was held responsible for the fatal accident which occurred at that station on the C. P. R. early on the morning of the 12th November, when a stationary freight train, opposite a water tank, was struck in the rear by another freight train following down the track, resulting in the death of Fireman Daniel Mooney of Smith's Falls.

Engineer Rennick, in the cab of the engine which collided with the train in front, saved his life by jumping through the window when he realized that the collision was inevitable. Fireman Mooney did not have time to follow his example, but was pinned to death under the debris of the overturned locomotive, being crushed almost beyond recognition, when the body was recovered by the wrecking crew. The upsetting of the engine also caused two of the trainmen to sustain serious scalds, but they were not of a fatal nature.

The accident occurred at 1 a.m., and the circumstances brought out at the inquest showed that signals must have been disregarded to permit of the second train coming up.

(Inquest re Daniel Mooney; 12th November, 1907.)

ONTARIO CASES.

Trainmen Held Responsible by Coroner's Jury.

A coroner's jury at Barrie, which enquired into the circumstances surrounding the death of Robert Blackburn, the

* See case noted at page 1286 of *Labour Gazette* for May, 1906, in the same sense.

G. T. R. fireman who was killed on the night of September 30th, in the Allandale yards, returned a verdict that "the rear-end collision was due to violation of the rules of the Grand Trunk by Engineer Henry J. Morris, of the second train, starting before the expiration of the ten minutes prescribed by the rules, and not having the train under full control, and also due to John Ferrill, conductor on the first train, not protecting his rear by flag or fusee." The verdict expressed disapproval of the transportation of non-perishable freight on Sunday, and recommended that the Grand Trunk Railway Co. make, by semaphore or otherwise, better protection for trains at the place where the accident occurred.

(Inquest re Blackburn; 10th October, 1907.)

Engineer and Conductor Acquitted of Criminal Negligence.

In connection with what is known as the Caledon wreck, which occurred on the 3rd September last, on the line of the C. P. R. at what is known as the Horse Shoe curve, George Hodge, the engineer, and Matthew Grimes, the conductor of the ill-fated train, were put upon their trial at the last assizes at Brampton on a charge of criminal negligence in failing to observe the rules laid down for their guidance by the officials of the Railway. It will be remembered that the train which was wrecked was a special passenger train carrying a large number of persons to visit the Toronto Exhibition. Of the number on board, seven were killed and close on to two hundred injured, more or less severely. The particular charge made against the accused was that of maintaining too high a rate of speed while taking the curve, which is a very sharp one, contrary to the specific rule of the Company upon the point. After a trial of some days, the jury brought in a verdict of acquittal. In discharging the accused, the presiding judge said: "I am glad for your sake that the jury have been able to reach a definite conclusion. I hope it will be a lesson to you both in after life to exercise all possible carefulness in the discharge of your duties."

A further charge of manslaughter against Hodge was traversed to the next Assizes, the accused being released on bail.

(Rex v. Hodge and Grimes; 16th November, 1907; Magee, J.)

Trainmen Acquitted of Neglect of Duty.

At the last sittings of the District Court at Port Arthur, Conductor F. McCarthy and Brakeman Anderson were acquitted by a jury of criminal negligence in causing the death of Engineer Edward O'Donnell at Kama on the line of the C. P. R., on the north shore of Lake Superior, on the 13th August last. The accused were charged with unlawfully omitting to do an act which was their duty, viz., to see that the switch on the main line was closed, neglect which resulted in the collision of a passenger train, and a work train in charge of accused, which caused the death of O'Donnell, the engineer of the passenger train.

(Rex v. McCarthy and Anderson; 13th November, 1907; O'Leary, J.)

Fined Imposed on Railway Company for Careless Handling of Explosives.

At the recent Assizes at Sandwich the Michigan Central Railway Company pleaded guilty to an indictment presented against them in connection with loss of life and property occasioned by the explosion of a car of dynamite at Essex station, on the 10th of August last, and were fined $25,000. The following are extracts from the remarks of the presiding judge when pronouncing judgment:—

"This fearfully dangerous substance was shipped with no more care or precaution than a carload of potatoes. * * * It makes one's blood run cold to consider the history of this car—an ordinary car loaded partly with dynamite and partly with other freight shunted backwards and forwards with detonations like pistol shots—and no one taking the slightest care. * * * * I have always thought (and the more I think of it, the more I am sure I am right), that if it were made more costly to railway companies and others to disobey than to obey the law, offences against the law would be much diminished. * * * * The Company, so far as appears, took no care whatever to have

the employees instructed in the handling of such materials, and knowledge of that character does not come by instinct * We continue to call such occurrences "'accidents;" "crimes" were the better word. * * * * If it were the fact that the Board of Directors or the General Manager of the defendant company, or any one responsible directly or indirectly * * * * resided within the jurisdiction of this Court, I should have recommended their being indicted as well as the company. * * * * But I have not been able to find any person, high or low, in the service or management of the company within the territoral jurisdiction of the Court who can be said to be in any way the guilty authors of the shocking casualty. * * * * So far as our law is concerned, those who are really responsible for the bloodshed at Essex must be left to their own conscience and the court of public opinion."

(Rex v. Michigan Central Railway Co.; 25th October, 1907; Riddell, J.)

Widow's Action for Damages Dismissed.

At the recent Assizes at Perth, an action by Annie Fanning, the widow of James Fanning, against the C. P. R. Company for damages for the killing of her husband, her only means of support, was tried. Deceased was an engineer, employed by the company, and was killed on the 14th of June last by his engine turning over near Sand Point at a place where a rail had been removed by the repair gang. The jury found that the proper signals had not been set out to warn of danger, and that death was due to no negligence of the deceased. On motion by defendants for a non-suit, the Judge held that the answers of the jury were not in accord with the undisputed testimony, and dismissed the action. The jury had awarded $2,000 damages.

(Fanning v. C. P. R. Co.; 15th November, 1907; Falconbridge, C. J.)

Judgment in Damage Action.

Action was brought by Stephen Burley, administrator of the estate of Alonzo Burley, deceased, for damages for the death of deceased, owing, as alleged, to defendants' negligence. Deceased was a conductor on defendants' railway, and left Sarnia on April 24th, 1907, in charge of a train for Mimico by way of London. The train reached London East about 11 o'clock at night, and it was then found that the engine must be run into the repair shop for repairs. The order for this purpose was given by the conductor to the engine driver while standing on the station platform, London East. The driver went off to obey the order, leaving the conductor on the platform, and that was the last time he was seen alive. Immediately after a car from another train was run by a flying shunt into the repair shop yard, the body of the conductor was found by the night watchman at Rectory Street, between the rails of the first track south of the station. No one saw the accident. Plaintiff's theory was that the deceased had entered upon the track in crossing to his train after the engine had passed, and was run over by the shunting car. The jury found that the defendants were guilty of negligence in not having the car protected, by a light, according to the rules, and made other findings, and assessed the damages at $1,080, for which amount judgment was ordered to be entered.

(Burley v. G. T. R. Co.; 18th November, 1907; Clute, J.)

Consent Judgment in Damage Suit.

In an action brought to recover damages for the killing of the plaintiff's husband, who fell from a scaffold while in the employ of defendants, a consent judgment was entered with the approval of the Court on behalf of the infants interested for $1,000 and costs., the amount to be apportioned among the plaintiff and her children.

(Jackson v. Dominion Bridge Co.; 6th November, 1907; Mulock, C. J.)

Damage Caused by Defective Floor.

Plaintiff was a gardener and choreman in the employment of defendant, a married woman, at Belleville, Part of his duty was to feed a calf and a colt, and to do so he had to go up into a loft or hay mow and pitch hay down. There was a hole in the floor of the loft six or eight inches wide and six feet long, which was at first covered with hay, but as the hay

decreased, became exposed. Plaintiff, in the course of his employment, put his leg through the hole and was injured. On conflicting evidence as to plaintiff's knowledge of the existence of the hole, a jury in an action for damages against defendant for negligence awarded plaintiff $800 damages, and this verdict was upheld on appeal.

(Cobb v. Lingham; 13th November, 1907; Divisional Court.)

Strikers Fined for Intimidation.

George Leader and W. J. Robinson, of Kingston, two striking tailors, have been fined $100 each or one month in jail for intimidating John Martin, a non-Union strike-breaker. The accused called Martin a "scab" and threatened to kill him if he did not get out of town.

(Rex v. Leader and Robinson; 28th November, 1907; Farrell, P. M.)

Obtaining Money by False Pretences.

A case of considerable interest to employers of labour, as well as to employees, was dealt with in the Police Court at Toronto lately. The Universal Knitting Company some time ago brought over two girls, Sarah Waldron and Nellie Alexander, from England, to work for them, the Company advancing their fares and making other advances. The girls signed a contract under which they were to work for the Company at wages not to be less than $6 per week until they had paid back their passage money and certain other advances. They worked for the Company for a time, but soon left for better positions, still owing the Company about $50 each. The Company had them arrested on the charge of obtaining money under false pretences. The defence was that no proceeding could be taken under the Criminal Code, the remedy, if any, being by proceeding in a civil court as for breach of contract. The Magistrate took this view, and dismissed the case, while remarking on the dishonesty of such action on the part of the accused.

(Rex v. Waldron and Alexander; 20th November, 1907; Denison, P. M.

Enticing Away of Employees.

An action was recently brought in the High Court at Toronto by the Gale Manufacturing Company against the Colonial Manufacturing Company of Guelph, and Maggie Blair, Cassie McCormack and Fannie Gorman, recently of Belfast, Ireland. The Gale Company brought the girls out, paying their passage, and they afterwards left the employment of plaintiffs and entered the employ of the Colonial Company. An injunction was applied for to prevent the Colonial Company from enticing away and harbouring the girls from the employment of plaintiffs, and against the girls restraining them from being enticed. Plaintiffs sought also to recover $151.20, advanced to the girls to bring them out. The injunction against the girls was refused, and the motion against the Colonial Company enlarged. Subsequently, the plaintiffs decided to go no further with their action, and it was dismissed.

Forfeiture of Wages.

A case of some importance as affecting the relations of master and servant was disposed of in the Police Court of St. Thomas recently. Complainant commenced work for defendant on the 8th day of July, 1907, and continued in his employment until Saturday night, the 19th day of October, 1907, under a contract for a weekly hiring at $10 a week wages, payable at the end of each week. Defendant paid complainant all the wages due to him except the last week's, wages which he refused to pay upon the ground that the complainant had not given him a week's previous notice of leaving his employment. The magistrate held it was not necessary to decide the point whether the defendant was entitled to a week's notice, or a reasonable notice, for the purpose of terminating the contract, because the last week's wages were due and payable, and the want of notice did not operate a forfeiture of the wages, for which proposition there was abundance of authority. In consequence, defendant was ordered to pay complainant the sum of $10, being the wages due him for the week ending the 19th October, and the costs of the proceedings.

(Stewart v. Hutcheson; 14th November, 1907; Glenn, P. M.)

Verdict in Damage Suit.

At the recent jury sittings of the High Court at Hamilton, plaintiff, as mother and administratrix of the estate of Charles W. Allan, deceased, brought suit to recover damages for the death of her son, caused, as alleged, by the defective machinery of defendants. Deceased was killed at the blastfurnace of defendants, on February 3rd, by falling from an ore buggy that toppled over, and being run over by the wheels. Plaintiff was a widow, and her son was her only support. He was earning $3.50 a day at the the time of his death. His duty was to accompany the ore train as it ran back and forth from the wharf to the furnace, taking slag away. The box on one of the cars, called the buggy, was overloaded and warped, the plaintiff claimed, and negligence was urged because there was was no safe place provided for deceased to ride on. The jury found in favour of plaintiff, with $1,500 damages, for which sum and costs judgment was given in her favour.

(Allan v. Hamilton Steel & Iron Co.; 2nd November, 1907; Falconbridge, C. J.)

Damage Suit Dismissed.

At the same court was heard an action by plaintiff to recover $5,000 damages for injuries sustained on defendants' railway. Plaintiff was employed as a brakeman, and on 29th January last, while passing from the tender of a moving train to the car immediately following, was thrown down between the two, and sustained such injuries as necessitated the amputation of his right leg. Plaintiff alleged negligence of the defendants, in the engine-driver applying the emergency brake without warning, which was the cause of the accident. The jury assessed the damages at $1,200, but on motion for non-suit, the action was dismissed with costs.

(Curtis v. Michigan Central R. R. Co.; 24th October, 1907; Falconbridge, C. J.)

MANITOBA CASE.

Case Involving Plumbers.

In an action brought at Winnipeg by Cotter Bros., master plumbers, against the Journeymen Plumbers' Local Union, No. 62, George Litster, the secretary of the Union, was ordered to produce the minute book of the organization, which he had previously sworn was in his possession. He refused to do so, alleging as an excuse that the executive of the Union would not allow him to do so. Upon this refusal, proceedings were taken against him by way of attachment for contempt of court, and Litster was again ordered to produce the book, being informed that the Court was superior to the officers of the Union. Upon his continued failure to produce the book, he was, in July last, committed to jail until he should have purged his contempt. Lately, an application was made for his discharge from custody, and in support of the application, an affidavit was made by his mother stating that she had come across some books at her house, and looking over them, found the minute book in question. Thinking it would save a lot of trouble, she burnt it without a word to her son. She had no idea that the non-production of the minute book would be treated as a contempt of court, or that there was anything wrong in her disposal of the book. Her only object was to save her son getting into trouble, and at the time of making the affidavit, she stated that she had she had never told him yet that she had destroyed it; that she had acted on her own initiative entirely, her son never having made any suggestion of any kind to her in regard to the book, and she had no desire or intention of interfering with the course of justice. Litster himself made an affidavit in which he stated that his mother never said anything to him about having destroyed the book. When he first refused to produce the book, the reason which impelled him to so refuse was the reluctance of the executive of the Union to have same produced, and afterwards, when he desired to comply with the order of the Court, he was unable to do so owing to the disappearance of the book. Ultimately, an order was made for Litster's discharge upon payment of the costs, which will be $400. During the hearing of the motion, an interested Union man in court stuck out his tongue at plaintiff's counsel, and was fined $10.

(Cotter v. Union No. 62 et al.; 19th November, 1907; Macdonald, J.)

ALBERTA CASE.

Conviction in Lumber Combine Case.

The lumber combine case, involving all the lumber dealers of the Province, which has been in progress for some weeks, has resulted in the Alberta Retail Lumber Dealers' Association being convicted and fined $5,000. This is one of twelve indictments against each of fourteen defendants, who are charged with infractions of the sections of the Criminal Code regarding conspiracies in restraint of trade.

The punishment provided by the Code in the case of individuals is a fine of not more than $4,000 and not less than $200, or two years' imprisonment, and in the case of a corporation, a fine of not more than $10,000 and not less than $1,000.

(Rex v. Clark *et al*; 29th November, 1907; Sifton, C. J.)

BRITISH COLUMBIA CASES.

Musicians' Union Must not Interfere With Regimental Bands.

Alfred Greenwood, secretary of the Musicians' Protective Union at Victoria, was recently fined $25 on a charge preferred under section 126 of the Militia Act, for having written a letter detrimental to Albert Ban Rumsby, bandmaster of the Fifth Regiment, on account of acts performed by him while in the performance of his duty as a militiaman. The trouble which gave rise to the prosecution, which was instituted by the Colonel of the Regiment, was between Rumsby and his Union. Rumsby, when not in uniform, is a professional musician and is a member of the Union. Several of the other members of the Regimental band are also Union men, and it is alleged that two of these had been suspended by the Union for non-payment of fines. There is a regulation among the Union rules which provides that any conductor or leader employing a suspended man on a paid job is liable to a fine of $10. Rumsby is said to have permitted two of these suspended men, who were also members of the regimental band, to play in the last band concert of the year at Beacon Hill Park. Rumsby was accordingly fined $10 by his Union, and subsequently suspended himself for non-payment of the fine. Greenwood, secretary of the Union, wrote him a letter announcing the imposition of the fine, whereupon an information was laid against him for a breach of the Militia Act.

(Rex v. Greenwood; 7th November, 1907; Jay, P. M.)

THE

LABOUR GAZETTE

JANUARY, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF DECEMBER, 1907.

I.—GENERAL SUMMARY.

THE exceptionally mild weather which continued up to the middle of December throughout the Northwest provinces and British Columbia had a favourable effect upon the market for labour. The activity incident to the holiday season was a further favourable feature of the month, the volume of Christmas trade having been satisfactory. There was, however, an increase in the supply of labour available for general employment as compared with November, though the amount of work in hand in several localities showed no diminution. The decline in activity was chiefly noted in the manufacturing and railway construction departments; in other branches the month showed little change from November. The surplus of labour was most apparent in the cities of Toronto, London, Winnipeg, Edmonton and Vancouver, though at several other points the supply, as is usual during the winter season, was in excess of the demand. The money stringency was somewhat less, though still acute. The outlook for the spring season was regarded as favourable at the close of the year.

Regulation of Immigration.

The Immigration Branch of the Department of the Interior, Canada, issued instructions during December to its agents in Great Britain to insert advertisements in the British newspapers informing intending emigrants that the winter months are inopportune for emigration to Canada, and advising those who contemplated coming to this country to wait until spring. Instructions were also, cabled to the office of the assistant superintendent of emigration, London, Eng., to advise steamship booking agents that immigrants arriving in Canada until February 15th, should have $50 and that those arriving after that date and until April 1, should have $25.00, in addition to inland transportation, unless they show to the satisfaction of the immigration officers at Canadian ports that they have employment to go to, or friends who will care for them. The regulations will apply to Pacific as well as Atlantic ports. The action was considered necessary by reason of the fact that whereas in previous years immigration has greatly declined during the late autumn months the number of arrivals during October and November, 1907, were unusually heavy and showed no signs of abating. It was stated, also, that the section of the Immigration Act requiring persons who become a charge on the public within two years of arrival to be deported, will be applied by the government.

Changes in Wages and Hours of Labour.

The downward tendency in wages, among labourers affected by the cessation of activity noted in November was continued during December. The

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

changes have been most pronounced among lunbermen, railway construction employees and unskilled labourers. In western Canada it was estimated that 10,000 workmen of these classes, boarded by the employers, have had their wages reduced $10.00 per month, as compared with the corresponding period of 1906[1]. The same tendency was observed in other parts of Canada, especially in British Columbia and in the larger industrial centres.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, concerning which information was received at the Department of Labour during December.

Agriculture.—Farm labourers' wages were lower during the closing months of the year in western Canada than in 1906, the prevailing rate during the closing weeks of the season of activity having been $2.00 per day, as compared with $2.25 in 1906. A bulletin issued by the Ontario Department of Agriculture with reference to wages of labour on farms stated that it was unlikely that wages would go higher, as farmers cannot afford to pay more. Improved farm implements and the co-operation of neighbours were cited as helping to relieve the strain caused by the scarcity of labour.

Mining.—Under the terms of an award by a board appointed under the Industrial Disputes Investigation Act, 1907, to settle a dispute between the Strathcona Coal Company, Alta., and its employees, the latter were granted an increase in wages and an eight-hour day. Employees of the Consolidated Mining and Smelting Company of Canada at the St. Eugène Mine, Moyie, B. C., also received an advance in scale, as the result of an investigation by a board appointed under the Act [2].

Building.—Carpenters (200) at Ottawa, Ont., had their wages reduced from 30 to 25 cents per hour.

Metal, engineering and shipbuilding.—Machinery blacksmiths (15), machinists (17) and drill and shaper hands (15) at Brantford, Ont., had their wages reduced 10 per cent.

Woodworking.—Piano and organ workers (300) at Guelph, Ont., were reduced 5 per cent in wages. At Fredericton, N. B., canoe makers had their wages reduced $1.00 per week. Furniture workers (320) at Berlin, Ont., were reduced 10 per cent.

Clothing.—Some 16 tailors at Kingston, Ont., received an increase of 15 per cent in wages.

Leather.—Larrigan makers (70) at Fredericton, N. B., had their wages increased 10 per cent.

General transport.—About 1,000 longshoremen at St. John, N. B., received an increase in wages from 30 to 32½ cents per hour on December 4th.

Railway employees.—Engineers and firemen (35) and telegraphers (33) employed on the Temiscaming and Northern Ontario Railway had their wages increased dating from November 1st. Section men, snow shovellers, etc., (15) at Hull, Que., received an increase from $1.35 to $1.50 per day.

Civic employees.—Dating from January 1st, the employees of the London, Ont.,fire department to the number of 30 will receive an increase in wages [3].

Railway Construction Employees.—Labourers (200) employed on the construction of a bridge for the Grand Trunk Pacific Railway Company at Clover Bar, Alta., had their wages reduced from 25 to 20 cents per hour.

Unskilled labour.—The wages of unskilled labour were generally lower in December than during the summer and autumn seasons. At Ottawa, Ont., for example, the average rate was reduced from $1.66 to $1.33 per day and at Hull, Que., from $1.35–$1.50 to $1.10 per day. At Brantford, Ont., labourers employed in manufacturing establishments were reduced 10 cents per day.

Cost of Living.

The price of wheat and other grains was somewhat lower than in November, though upwards towards the close of the

[1] See report of Winnipeg correspondent.

[2] An article dealing with the appointment, proceedings and findings of these boards is published in the present issue.

[3] See report of London correspondent.

month. Other farm produce remained steady on high levels, butter and eggs being higher than in many years past. Poultry during the holiday season was lower than last year. Since the early summer the price of hogs has declined, and in December was lower than in some time past. The cause alleged was the stringency in the money market, inducing a reduction of prices in the British market. Large quantities were marketed by farmers within the past few weeks owing to the high price of feed. There was a slight decline in the cost of building materials in western Canada from the high prices which ruled during the active season. The change was most marked in the case of plumbers' supplies. Wood fuel in western Canada was lower than last year (4). Notwithstanding the efforts of the provincial government, a shortage of coal was reported at several of the small towns in Saskatchewan, especially those on branch lines in newly settled sections in the centre of the province. The metal market has been steady.

Interruptions to Industry.

The number of trade disputes in existence during December was 2 less than in the previous month, and there was a decrease of approximately 8,500 in the number of working days lost. Compared with December, 1906, there was a decrease of 7 in the number of trade disputes, and a decrease of about 5,795 in the number of working days lost.

Among industrial establishments, etc., destroyed by fire or through other causes during December, the following, as reported in the press of the Dominion, may be mentioned:

Nova Scotia.—Steamer "Hamblin" at Canso; store at Sydney, loss, $1,500.

Steamship "Kildona" wrecked on Cape Sable, total loss.

New Brunswick.—Shingle mill at Charlo, loss, $30,000. Barns at Tracadie.

Quebec.—Millinery store at Farnham; general store at Hull, loss, $6,000; market house at Longueuil, loss $15,000; hotel at Montmorency Falls, loss, $15,000; hardware stores at Montreal, loss, $7,200; box factory at Montreal, loss, $3,000; jewellery store at Montreal, loss, $11,000; radiator building at Montreal, loss, $15,000; stable and three horses at Montreal; factory and tailor shop at Montreal, loss, $10,000; tannery at Quebec business block at St. Flavien de Lotbinière, loss, $4,000; drain pipe factory at St. Johns, loss $125,000, 150 workmen out of employment; blanket factory at St. Paul; barns at Smith's Mills.

Ontario.—Suspender factory at Arnprior, loss, $50,000; business block at Chatham, loss, $7,000; flax mill at Forest, loss, $4,000, 20 hands out of employment; factory at Guelph, loss, $2,200; hotel at Guelph, loss $2,000; power sub-station at Hamilton, loss, $1,500; machine shop at Hamilton, loss, $3,000; south pier and lighthouse at Hamilton; railway station at Harrisburg; coal shed at Kingston, loss, $2,500; tailor shop at Lancaster, loss, $1,000; business block at Little Current, loss, $70,000; stores and stock at Omemee, loss, $10,000; workshop at New Liskeard, loss, $6,000; barn and sheds at Simcoe, loss, $2,000; stave mills at Springfield, loss, $3,000; paper box factory and planing mill at Toronto, loss, $170,000; business block at Toronto, loss, $76,100; three Grand Trunk Railway freight cars and contents at Toronto, loss, $6,000; furrier store at Toronto, loss, $50,000; restaurant at Toronto, loss, $1,000; store at Wheatley.

Manitoba.—Hotel, warehouse and stores at Beauséjour, loss, $26,000; power storehouse at Northfield; store at Selkirk, loss, $2,000; engraving and printing establishment at Winnipeg, loss, $3,000; warehouse at Winnipeg, loss, $12,000; elevator at Wood Bay, loss $6,000.

Alberta.—Store and laundry at Macleod; business block at Red Deer; hotel and store at Vegruville, loss, $50,000.

Saskatchewan.—Greater portion of town of Alameda, loss, $200,000; restaurant at Indian Head; tailor shop at Swift Current; elevator and 8,000 bushels of wheat at Vonda.

British Columbia.—General store at Bulkeley, loss $10,000.

(4) See report of Winnipeg correspondent.

Conditions in the Industries and Trades.

Conditions of employment during December in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette* and by information received at the Department from other sources, may be briefly summarized as follows:

Agriculture.

Unsettled weather in Ontario and the eastern provinces interfered with the marketing of produce, though the Christmas markets were well supplied. In western Canada, a slight decline in the price of grain caused a tendency among farmers to withhold stocks. The weather throughout the northwest provinces has been exceptionally favourable for outdoor employment. In some sections of southern Alberta ploughing was continued up to the middle of December. It is estimated that there will be a considerable increase in the area put to seed in these provinces.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Quiet	Quiet	Quiet	Very busy	Very busy	.....	Quiet
Westville	Busy	.....	.....	Very busy	Active	.....	Active
Halifax	Active	Quiet	Dull	.....	.....	.....	Quiet
Amherst	Dull	.....	Dull	Very busy	Busy	.....	Quiet
Prince Edward Island—							
Charlottetown	Active	Quiet	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Active	Active	Active	Active	.....	Busy	Active
St. John	.....	.....	.....	.....	.....	.....	Active
Quebec—							
Quebec	Quiet	.....	Quiet	.....	.....	.....	Quiet
Sherbrooke	Quiet	.....	Quiet	Busy	Active	.....	Quiet
Three Rivers	Quiet	Quiet	Quiet	.....	Active	Busy	Busy
St. Hyacinthe	Active	.....	.....	.....	Active	.....	Quiet
Montreal	Active	.....	.....	.....	Quiet	.....	Active
Maisonneuve	.....	.....	.....	.....	Quiet	.....	Active
Hull	.....	.....	Active	Quiet	Active	.....	Quiet
Ontario—							
Ottawa	Dull	.....	Active	.....	Active	.....	Active
Kingston	Quiet	Dull	Active	Active	Active	Dull	Quiet
Belleville	.....	.....	Dull	Active	Active	Quiet	Active
Peterborough	Active	.....	Active	Dull	Busy	.....	Quiet
Toronto	Active	.....	.....	.....	Quiet	.....	Quiet
Niagara Falls	Dull	Dull	Dull	.....	Active	.....	Quiet
St. Catharines	Dull	.....	.....	.....	Active	.....	Quiet
Hamilton	.....	.....	.....	.....	Quiet	.....	Dull
Brantford	.....	.....	.....	.....	Dull	.....	Active
Guelph	.....	.....	.....	.....	Quiet	.....	Dull
Berlin	Active	.....	Dull	.....	Quiet	.....	Quiet
Woodstock	.....	.....	.....	.....	Dull	.....	Quiet
Stratford	Active	.....	.....	.....	Active	.....	Active
London	.....	.....	.....	.....	Quiet	.....	Dull
St. Thomas	Active	.....	.....	.....	Active	.....	Quiet
Chatham	Active	.....	.....	.....	Quiet	.....	Quiet
Windsor	.....	.....	.....	.....	Quiet	.....	Dull
Sault Ste. Marie	Quiet	.....	Active	.....	Busy	.....	Active
Manitoba—							
Winnipeg	Quiet	.....	Busy	.....	.....	Busy	Quiet
Brandon	.....	.....	.....	.....	Active	.....	Quiet
Saskatchewan—							
Regina	.....	.....	.....	.....	.....	.....	Quiet
Moose Jaw	Dull	.....	Dull	Busy	Dull	Dull	Dull
Alberta—							
Calgary	.....	.....	.....	Busy	Active	.....	Quiet
Edmonton	Quiet	.....	.....	.....	.....	.....	Dull
British Columbia—							
Nelson	.....	.....	Very dull	Very dull	.....	.....	.....
New Westminster	.....	Dull	Dulr	.....	.....	.....	Quiet
Vancouver	.....	.....	Dull	.....	.....	.....	Very dull
Victoria	.....	Quiet	Quiet	.....	Active	.....	Active
Nanaimo	Quiet	Quiet	Quiet	Very busy	.....	.....	Quiet

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES G., No. 48.

CANADA DURING THE MONTH OF DECEMBER, 1907.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active

Metal, Engineering Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	.....	Active
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	.....	Active	Quiet	.....	.....	Active	.....	Dull
Active	Active	Busy	Busy	.....	Active	.....	.....	Active
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	Active	Active	Busy	Busy	Quiet	Busy	Busy	Quiet
Busy	Active	Busy	Busy	Active	.....	Busy	Busy	Active
Active	.....	Busy	Active	Busy	Active	Active	.....	Quiet
Quiet	Quiet	Active	Active	Active	.....	Active	Busy	Quiet
Active	Active	Active	Active	.....	.....	Very busy	.....	Quiet
Active	Active	Active	Busy	Active	Active	Busy	Busy	Active
Active	Active	Active	Quiet	Active	Active	Active	Active	Dull
Busy	Busy	Active	Active	Active	Active	Quiet	Active	Dull
.....	.....	.....	.....	.....	.....	Quiet	.....	Dull
.....	.....	Busy	Quiet	.....	.....	Active	Busy	Dull
Active	Quiet	Quiet	Active	Active	Active	Active	Active	Dull
Active	Busy	Busy	Busy	Busy	.....	Active	Active	.....
Active	Active	Active	Quiet	Active	Active	Very busy	Active	Dull
Dull	Active	Quiet	Active	Active	Dull	Active	Quiet	Dull
Active	.....	Active	.....	.....	.....	Active	Active	Dull
Active	Active	Active	Busy	Active	Active	Active	Active	Dull
Dull	Active	Active	.....	Active	.....	Active	.....	Very dull
Active	Quiet	Busy	Very busy	Busy	Active	Busy	Busy	Dull
Quiet	Quiet	Active	Active	Active	.....	.....	Busy	Dull
Active	Very dull	Busy	Busy	Active	Quiet	Active	Active	Very dull
Quiet	Quiet	Quiet	.....	Busy	Active	Active	Busy	Quiet
Quiet	Active	Active	Active	Active	Active	Active	Active	Quiet
Quiet	Dull	Busy	Active	Active	.....	Busy	.....	Very dull
Active	Quiet	Busy	Busy	.....	.....	Active	.....	Active
Dull	Quiet	Active	Quiet	Active	.....	.....	.....	Dull
Dull	Quiet	Active	Active	Active	.....	Active	Active	Dull
Active	Active	.....	.....	.....	.....	Busy	.....	Dull
Quiet	Quiet	Quiet	Quiet	Active	Active	Quiet	Dull	Dull
Active	Quiet	Active	Active	Active	.....	Active	Active	Quiet
Quiet	.....	Quiet	.....	Dull	.....	.....	Active	Dull
Active	Dull	Active	Dull	Active	.....	Busy	Active	Quiet
Quiet	Quiet	Quiet	Active	Active	Quiet	Active	Busy	Dull
Dull	.....	Dull	Quiet	Quiet	.....	.....	Active	Dull
.....	.....	.....	.....	.....	.....	.....	.....	Dull
Quiet	Quiet	Quiet	Quiet	Active	Active	Active	Active	Dull
Quiet	Dull	Active	Active	.....	.....	Active	Dull	Very dull
Active	Active	Active	Active	Active	Active	Active	Active	Dull
Active	.....	Active	.....	.....	.....	Active	.....	Quiet

According to an official estimate issued by the Department of Agriculture of Quebec the crop yield of 1907 compared favourably with that of 1906, the return amounting to 71 per cent as compared with 65 per cent for the preceding year The following is a comparative statement in percentages of the crop yield during the past two years:

	1906.	1907.
Wheat	72	64
Barley	70	72
Oats	70	68
Rye	66	65
Buckwheat	64	70
Flax	70	67
Peas	64	63
Beans	73	69
Indian corn	75	67
Beets, fodder	70	69
Turnips	72	80
Potatoes	63	67
Clover	49	79
Timothy	53	76
Apples	57	66

Two important official returns with reference to the crop season of 1907 in Ontario were issued during December. A bulletin of the Census and Statistics Branch of the Department of Agriculture, Canada, setting forth the result of a census of live-stock and grain crops during 1907, showed that the area of improved land was 14,123,742, an increase of 900,429 acres compared with 1901, the year of the previous census. The area of land under crop was 7,769,724 an increase of 567,008 acres. The area under orchard and vineyard was shown as 326,290, an increase of 64,360 in the six years. The production of fall and spring wheat showed a considerable falling off. Oats, barley, mixed grain, roots, clover, etc., showed an increase in areas but a shortage in the yield during 1907. A crop bulletin issued by the Department of Agriculture of Ontario gave the following comparative returns for 1906 and 1907:

	1907	1906
Fall wheat, bush	15,545,491	18,841,774
Spring wheat, bush	2,473,651	3,267,000
Oats, bush	83,524,301	108,341,455
Barley, bush	21,718,332	25,253,011
Rye, bush	1,081,706	1,327,582
Buckwheat, bush	2,546,468	1,792,903
Beans, bush	790,269	950,312
Peas, bush	7,365,036	7,388,987
Potatoes, bush	20,907,893	15,020,299
Turnips, bush	48,205,605	57,060,151
Corn, for husking	22,247,931	23,988,682
Hay, tons	3,891,863	4,684,625
Corn, for forage, tons	2,029,547	2,149,413

According to an estimate made by the Canadian Pacific Railway Campany, the total value of the western crop for 1907 will considerably exceed that of the crop of 1906. In southern Alberta the yield was heavy and the acreage larger than in the preceding year. A large portion of the wheat grown in this section will be ground by British Columbia mills.

Final returns with reference to the dairying season of 1907 show a considerable falling off as compared with 1906. The make of cheese was about 10 per cent short, while butter exports declined $3,882,400 in value. The aggregate value of Canadian cheese and butter exports for the season was about $20,186,398, compared with $25,999,304 in 1906. The late spring and the poor pasturage were the chief causes alleged for the decline. Labour troubles at Montreal, at the opening of navigation, also delayed the export movement. Stocks in Canada at the close of the season were considerably lighter than last year.

There has been a marked decline in the hog raising industry in Ontario during the past autumn due to scarcity of feed and prevailing market conditions.

It is estimated that from 400,000 to 500,000 barrels of apples valued at $1,000,000 were in cold storage in Ontario at the close of the year.

The Maritime Winter Fair was held at Amherst, N. S., December 2 and 3. The Guelph Winter Fair was held on December 9–10. Both were well attended.

At a meeting of the United Farmers' Association and the Dominion Grange held at Toronto, Ont., a resolution was passed advocating the reduction of the tariff to a revenue basis. The Pomological and Fruit Growing Society of the province of Quebec and the Northwest Fruit Growers' Association held meetings at Ste. Anne de Bellevue, Que., and Vancouver, B. C., respectively. At Regina, Sask., a conference of delegates from Saskatchewan agricultural societies was held. The Butter and Cheese Manufacturers' Association of the province of Quebec was formed at Farnham, Que., with the object of improving conditions among dairy farmers in Quebec.

In connection with the *supply of labour*

on farms and orchards in British Columbia, the following circular communication was recently sent out by the Honourable the Minister of Finance and Agriculture for the Province:—

VICTORIA, October, 1907

Dear Sir:

Letters are being constantly received by the Bureau of Provincial Information from persons desiring work on farms and orchards These applications are from the Middle and Eastern Provinces of Canada, the British Isles and Northern Europe, and may be divided into four classes, namely:

(1) Young men inexperienced in farm work, wishing to learn practical farm work and horticulture

(2) Experienced farm hands, unmarried.

(3.) Experienced farm hands, married (with families or otherwise) whose wives are willing to take service with their husbands.

(4.) Women domestics.

A majority of the applicants is of Class 1, but there is a considerable number of Class 2. Class 3 is much less numerous, and there are very few applicants in Class. 4. Most of the married men are desirous of having a d welling separate from that of the employer, an arrangement which should commend itself to those who look to securing permanent help.

Under an agreement existing between the Government and the Emigration Branch of the Salvation Army, a considerable immigration of farm hands and domestic help is expected from Great Britain during the spring and early summer of 1908.

The Government is very desirous of securing the immigration to British Columbia of a reliable class of white labour, and invites the earnest co-operation of the farmers, fruit-growers and dairymen of the Province to that end.

You are therefore requested, if you are in need of help, to fill in, as comprehensibly as possible, the form enclosed. If you do not require help, please hand this letter and form enclosed to some neighbour who does.

Yours truly

R G TATLOW,
Minister of Finance and Agriculture

The above circular, with the accompanying form, was sent out to over 3,000 farmers, from all of whom returns have not been received up to the end of the year. It was stated by the Bureau of Provincial Information for British Columbia, however, that sufficient answers have been received up to December 6th to warrant the belief that there is a demand in British Columbia for from 1,500 to 2,000 farm labourers and domestic servants.

Fishing.

Smelts were taken in considerable quantities in the Maritime provinces. In other branches conditions were quiet. Markets were unchanged. An unusually large amount of partially cured stock was reported in the hands of fishermen; this with the prevailing financial stringency caused a downward tendency in prices. In British Columbia the chief activity of the month was in connection with the herring fisheries at Nanaimo, B. C., where the number of men employed was larger than last year. The final return of the salmon pack of 1907 was issued during December; a decrease of 175,946 cases in the pack of sock-eyes was shown (5). The year's sealing operations also compared unfavourably with those of 1906 (6). The outlook for whaling during the present winter was regarded as very favourable.

The sessions of the British Columbia Fishery Commission were closed at Victoria, B. C., on November 29th. The report and recommendations of the Commission were later forwarded to Ottawa. The Commission, which was appointed in July, 1905, has previously submitted two interim reports in December, 1905, and October, 1906, and a special report on sanitary conditions in the salmon canning industry in July, 1906. The following resolution was passed at the closing session of the Commission:

"The British Columbia fishery commissioners desire to express to the honorable the Minister of Marine and Fisheries their hearty appreciation of his action in authorizing the establishment of a biological station at Nanaimo. They feel that in British Columbia there is an unequalled field for investigation and they beieve that the station will prove of the greatest value to the fishing industries, and they would urge the necessity of affording to this institution liberal financial support."

Regulations governing the smelt fisheries of the Maritime provinces and the fisheries of the North-west provinces and territories were issued by the Government of Canada during December.

Lumbering.

Conditions throughout Canada were about the same during December as in the preceding month. Sawing operations in the Ottawa and St. John Valleys came to an end for the year with the closing down of the larger mills in the opening week of the month. Between 2,000 and

(5) For detailed statement see report of New Westminster, B. C., correspondent.

(6) See report of Victoria, B. C. correspondent.

3,000 men were thereby released, and as the gangs taken to the camps were about 20 per cent smaller than in the preceding year, many of these found it necessary to look for work elsewhere. On the whole, the sawing season was very favourable, the time lost at the beginning of the season having been made up at the close. The output was estimated as slightly in excess of 1906. In Quebec and the Maritime provinces unsettled weather conditions caused some embarrassment in the camps; the curtailment of operations among farmers and jobbers will be pronounced in these provinces. Trade was somewhat quiet, but prices were firm with stocks low. In the North-west provinces the output of logs will be curtailed; labour was plentiful, though experienced help was scarce, at wages $10 a month less than last year (7). In British Columbia the camps and mills continued very dull. Considerable additions to plant and machinery were being made. The British Columbia Timber and Forestry Chamber of Commerce, recently incorporated, held a meeting at Vancouver during December. The objects of the Chamber were defined as follows:

1. The securing of something like stability of title in special license lands.
2. The definite fixing of licence fees and royalties for some years to come.
3. The survey of timber lands under conditions which more nearly meet the approval of timber owners and the Government than the present usages permit.
4. Prevention of forest fires.

A circular communication was recently sent out by the commissioner of Lands and Works of British Columbia to steamboat owners throughout the province with reference to the enforcement of the law prohibiting the exportation of timber. The circular pointed out the provisions and penalties of the law, and stated that the sections dealing with the legal exportation of timber will be strictly enforced.

Mining.

The Nova Scotia collieries had a very busy month the output being heavier than in December, 1906. In Quebec, the mica mining industry remained quiet, and there was some curtailment of operations in other branches as a result of seasonal causes. In eastern Ontario, also, there was a further decline in activity. Shipments from the Cobalt camp during November were exceptionally heavy. The coal mines at Edmonton and in the Crow's Nest Pass had a very busy month. On Vancouver Island, however, some falling-off in the output took place. Metalliferous mining in British Columbia continued with little change from November.

A coal mine is being opened up by the Department of Public Works of the Province of Saskatchewan for the benefit of settlers in the Eagle Lake district. The mine is being operated under the supervision of skilled miners, it being the intention of the Department to sink a shaft and to run drifts, at the same time excavating a small supply of coal for the immediate needs of the farmers.

The following statement was received from the President of the Galbraith Coal Company, Limited, of Lundbreck, Alta., which hoisted coal over its new plant for the first time in December:—

The Galbraith Coal Company is giving employment to a force varying from 40 to 50 men according to the tonnage to be produced. When an ample car supply is available the maximum number is engaged. Miners and others receive the scale of wages established by the agreement between the mine operators of the Crows' Nest Alberta coal fields and the United Mine Workers, and the relations between employers and men have always been of a cordial nature. The Galbraith mine is worked from tunnel levels, and up to the present time no gas has developed in the workings, the men working with naked lights, using seal oil. Black powder is employed in breaking coal. An interruption to the activity of the property occurred on December 21st, when a section of the tramway connecting the tunnel portals with the tipple and bunkers at the railway level were damaged by a gale. A strong crew of carpenters was immediately assembled, and it was estimated that ten days would be ample to complete the repairs. When the maximum daily tonnage of 400 to 450 tons is reached the crew of miners will probably

(7) See Report of Winnipeg correspondent.

total about 75. The seams stand at an angle of about 70 degrees, and the "long wall" method of mining is practiced. This obviates the use of coal pillars and permits the extraction of all coal encountered in the workings. Owing to the absence of gas in the mine, its proximity to the town of Lundbreck and other favourable conditions the company has had no trouble in securing an adequate crew, but its experience is that hoistmen and blacksmiths of ripe experience for mine work are not as plentiful as could be desired. At the Breckenridge & Lund mine, adjoining the Galbraith to the south, the extraction of coal has been resumed under a lease from the company to the Alberta Fuel Company, whose Canadian head offices are located at Calgary, Alta. Fifteen miners have been employed on the start, and this number is likely to be materially increased as the output is enlarged. The Alberta Coal & Coke Company's collieries in the Lundbreck coal fields are also employing a small force which is likely to be increased at an early date.

It was officially reported that for the nine months ending March, 1907, the Yukon territory produces gold to the value of $3,304,791.05. It is expected that the new Placer Act would afford opportunities for increasing the output.

Manufacturing.

There was a further recession in activity during December at several important points, including Montreal, Que., Toronto, London, and Brantford, Ont. A number of establishments in these cities, after closing down for stock taking purposes and repairs usual at this season, resumed with reduced staffs. No change is expected while the present stringency in the money market continues until orders for the spring trade are received. Iron and steel branches were very busy. It was stated that the quantity of steel rails required in Canada during 1908 would be upward of 380,000 tons.

Railway Construction.

As a result of the mild weather, railway construction operations were continued well into December in western Canada but here was a decline in activity during the closing weeks of the month.

Invitations were issued by the Grand Trunk Pacific Railway Company during December for tenders for the construction of approximately 120 miles of line west from Edmonton. The tenders were required to be in by December 23rd. The question as to what further sections will be let by contract was under consideration.

Some heavy purchases of railway ties were made by the Grand Trunk Pacific Company in Western Canada during December. The ties will be delivered during the winter at different points in Alberta.

Construction was actively continued along the line of the National Transcontinental Railway in New Brunswick; the work of rock and other cuttings will be continued throughout the winter. Men were in some demand.

It was stated that work for 1,000 additional men on grading on the extension of the Temiskaming and Northern Ontario Railway was available at wages of $1.50 per day. About 900 men were employed on this work during December.

A number of labourers were engaged at Vancouver, B. C., for work on the Kitamaat branch of the Grand Trunk Pacific Railway.

Contracts for 100 locomotives of various sizes, to cost approximately $1,500,000, and to be delivered about September 1st, 1908, were recently awarded by the Grand Trunk Railway Company. Twenty new passenger coaches have recently been added to the system.

The Canadian Northern Railway Company has made application for authority to construct some 15 additional branch lines in Western Canada. The Company is also desirous of increasing its capital by $19,250,000.

The adjourned annual meeting of the Grand Trunk Pacific Railway was held at Montreal on December 5th. The report of the president showed that the authorized mileage of the company for the main line and branches consists of 7,500, no new mileage having been authorized since the last annual meeting.

The mileage under contract, the construction of which is in charge of the Grand Trunk Pacific Railway Company, consists of 988 miles from Winnipeg to Edmonton, including the Lake Superior branch. The mileage under contract, the construction of which is in charge of the Commissioners of the Transcontinental Railway, consists of 852 miles on the main line in the eastern division, or a total mileage on the entire railway, the construction of which is now in progress, amounting to 1,840 miles. It was stated that owing to the severe winter and late spring, the contractors were much delayed in getting on the work, but that increased forces had been employed during the season, with the result that only a small portion of the grading was unfinished on the prairie section, while track laying was rapidly proceeding.

General Transport.

Though the holiday traffic was heavy and the forwarding of grain active, railway companies reduced their working staffs somewhat during December. Gross earnings, however, of the Canadian Northern Railway, Grand Trunk Railway and the Canadian Pacific Railway Company, have recently showed heavy increases compared with the corresponding period of 1906. Earnings of street railway companies also continued to show increases at Montreal, Toronto and other points. The supply of cars was more abundant than in November, though the heavy diversion of cars for the handling of the wheat crop in the days immediately preceding the close of navigation caused a shortage in the supply available for the movement of merchandise. The shortage was particularly felt in the coal mining districts of Alberta and eastern British Columbia.

The third annual report of the Alberta Railway and Irrigation Company showed a total revenue of $284,930, leaving a surplus of $60,901 for payment of expenses and dividend. Coal sales were 122,947 tons, compared with 192,824 tons for the previous year, the decrease being due to the strike which ended in December, 1906. Gross railway earnings were $197,608, while land sales aggregated $213,845 at about $5.21 per acre.

At a joint meeting of the Order of Railroad Conductors, Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen and Order of Railroad Telegraphers, held in Medicine Hat, December 9th, the provisions of the Railway Act, R. S., 1906, were duly considered, and the following resolution unanimously adopted:—

"Whereas, by the provisions of the aforesaid act power is given the judiciary of Canada under the act to sentence men in the operation of trains for offences to fine or imprisonment, or both, when such offence may simply be a lapse of memory or an error of judgment, made honestly, and

"Whereas, the carrying out of such a law is degrading to members of our occupation, lowering the intelligence and respectability of the position of men engaged in such service, bringing humiliation and disgrace unjustly on them, their homes, and the members of their families by knowledge of the fact that he who is looked up to for example has been placed behind prison bars and classed with degraded criminals, when they are not criminals, and should not be so classed, and

"Whereas, we as practical railroad men know from experience that in order to be able to be at our best at all times to meet the constantly recurring emergencies in railroad service, so as to give the best security to the lives and property entrusted to our care, submit that we should not be placed in constant fear of criminal prosecution for errors humanely impossible to avoid Therefore, be it resolved that we protest against the said law as being unwarranted and unnecessary

"Resolved, further, that a copy of this resolution be forwarded to the Right Hon. Sir Wilfrid Laurier, Premier of Canada; the Hon. Geo, P. Graham, Minister of Railways and Canals; and the Hon. R. L. Borden, Leader of the Opposition

"We, therefore, earnestly and respectfully request the assistance of yourself and colleagues to have this, to us, most objectionable law, amended or repealed during the present session of parliament."

The Trades.

Building.—Outside workers were idle in most localities, and the season for inside employment was less active than that of 1906. A considerable number of building contracts were being held over, owing to the money shortage. A scarcity in medium priced houses was general, and constitutes a favourable feature in the outlook for 1908.

Metal and woodworking.—Employees in manufacturing establishments were on the whole quiet, though conditions varied considerably according to locality.

Printing.—The allied trades were well employed on holiday printing.

Clothing.—A fair month was reported

by journeymen tailors. Garment workers, hat and cap makers, etc., were, on the whole, well employed. Furriers were very busy.

Leather.—Tanners and curriers were somewhat quiet owing to the downward tendency of leather prices following the decline in the price of hides. The price of raw rubber has also been downward, but rubber manufacturers were busy. Boot and shoe manufacturers were becoming busy on spring orders, and the leather, glove and mitt trade was active.

Food and tobacco preparation.—Bakers, butchers, confectioners, etc., were very busy throughout the holiday season. Prices were firm owing to the high level of flour and other raw material.

Miscellaneous.—Retail clerks, delivery employees, hotel and restaurant employees, barbers, etc., were busy throughout the holiday season, a number of extra hands being employed.

Unskilled labour.—The supply of general labour was considerably in excess of the demand at several points, largely as a result of seasonal conditions and the decline in activity resulting from the money stringency. The prolongation of fine weather enabled outside work to be prosecuted to an unusually late date in western Canada; on the other hand, the delay in the opening of the ice harvesting season caused some loss of employment. The work of snow removal afforded employment in many centres. Civic improvement work was begun in certain localities where the lack of employment was chiefly felt.

Canadian Trade and Revenue.

Foreign trade.—During November, 1907, the total value of imports entered for consumption was $33,099,349, compared with $36,720,818 in November, 1906. The total value of imports for the eight months ending November 30, 1907, was $259,495,184, compared with $231,732,500 for the corresponding period of 1906. Total domestic exports during November, 1907, amounted to $23,162,891, compared with $26,393,965 in November, 1906. The total domestic exports for the eight months ending November 30, 1907, amounted to $172,433,679, compared with $174,301,540 in the corresponding period of 1906. Increases in exports during November, 1907, took place under the headings of the Fisheries, the Forest and Manufactures, and decreases under the headings of the Mine, Animals and Their Produce and Agriculture.

Imperial trade.—According to reports received from commercial agents at the Department of Trade and Commerce, Canada, good openings were reported in Great Britain for maple flooring and turned wood suitable for building, cabinet making and other trades, Canadian woodworking machinery and pitwood. Canadian apples were in demand. Good markets were reported for Canadian oak staves; there was also openings for potash and pearl ash, oats and barley.

Domestic trade.—From nearly all sections the retail holiday trade was reported satisfactory. At many points, the turnover was equal to or larger than that of 1906, notwithstanding that the latter was the most active year recorded. Collections, however, were much slower than in 1906. Following the close of navigation and preceding the holiday trade, business was inactive. Stock-taking was in progress at many points. Though the money stringency was still severely felt, conditions in this respect showed some improvement as compared with November.

The profits of Canadian chartered banks, as indicated by the annual reports of several presented during the past few weeks, show a large increase in many cases compared with the preceding year. The Bank of Commerce's profits for the year were $1,752,349, compared with $1,741,000 in 1906 and $1 376,000 in 1905. The assets of the bank have risen in two years from $98,000,000 to $113,000,000. At the 49th annual meeting of the Eastern Townships Bank, net earnings were reported as $372,669 for the year ending November 15, 1907. Of this, $140,000 were added to the reserve fund and $100,677 carried forward. The Merchants' Bank paid dividends amounting to $240,000 and carried forward $267,400. The Hochelaga Bank reported net profits of over 20%, both capital and reserve

fund, having been increased. The Bank of Ottawa had a very profitable year; the capital of the bank will be raised from $3,000,000 to $5,000,000. The annual statement of the Bank of Toronto shows net profits for the year ending November 30th of $586,635, unpaid up capital of $4,000,000. The sum of $56,470 was transferred to rest account, and the balance of $150,708 carried forward. The total assets of the bank have increased $800,000 during the year. The Union Bank, at its 43rd annual meeting, added $100,000 to rest account and carried forward $62,212.

Canadian revenue.—Total revenue on Consolidated Fund during December, 1907, amounted to $7,093,530.87, compared with $7,172,200.58 in December, 1906. The total revenue for the nine months ended December 31st, 1907, was $73,755,958.58, compared with $64,685,753.48, in the corresponding period of last year. Expenditures on capital account totalled $2,617,479.44 for the month and $19,271,966.65 for the nine months period.

Notes.

The *Ontario Bandmasters' Association* held its annual meeting at Hamilton, Ont.

The annual meeting of the Ontario branch of the *Lord's Day Alliance* was held at Toronto. It was stated that 75,000 persons had been freed from Sunday labour, and the circulation of Sunday papers reduced by 75%, under the operations of the Lord's Day Act, 1906.

The third annual convention of the *Retail Merchants' Association of Canada* was held in Montreal and was attended by representatives from all parts of the Dominion. The following resolution was passed with reference to co-operation:

"That we again place ourselves on record as being opposed to the introduction of a measure to give co-operative societies special privileges, and that we use every effort to defeat any such legislation from being placed on the statute books of the Dominion.

A Bill to authorize the issue and sale of *old age annuities* by the Government of Canada for the purpose of encouraging thrift and saving among the working classes of the country was introduced into the House of Commons during December.

At the annual meeting of the *St. John City Teachers' Association*, a draft pension scheme was submitted, to be laid before the Board of Education. The amount of yearly pension recommended was $400 for males and $250 for females. A proposition for the adoption of an *old age pension* scheme was recently submitted to a referendum vote by the *International Typographical Union* and was adopted by a majority of 7,983. The pension law will not become effective until six months after the discontinuance of the eight hour assessment. The latter assessment has been made for the past two years, and was originally 10 per cent., but that has been reduced from time to time until it is now 1 per cent.

During the last session of the legislature of the Province of Quebec, an Act was passed incorporating the *Montreal Technical School* for the purpose of educating manufacturers and workmen in theoretical knowledge and in practical shopwork. The school was allowed an annual grant of $10,000 by the Province. The Act provided that the corporation should consist of delegates appointed by the Montreal Board of Trade and the Chambre de Commerce of Montreal respectively, two delegates appointed by the city council of Montreal and four delegates appointed by the Lieutenant-Governor-in-Council. These delegates were recently appointed as follows: Mr. Peter Lyall, contractor, of the city of Montreal, by the Montreal Board of Trade Mr. A. V. Roy, civil engineer, of the city of Montreal, by the Chamber of Commerce Mr. W. J. White, K. C., and Dr. E. G. Dagenais, both aldermen of the city of Montreal, by the City Council, and Messrs. Gaspard Deserres, alderman; J. T. Marchand, merchant; M. Quirk, civil engineer, and J. M. Fortier, manufacturer, of the city of Montreal, by the Lieutenant-Governor-in-Council. It was stated that the directors had not yet appointed the staff of the new school, but that they were at work upon the problem of organization.

The Byron Co-operative Telephone Exchange, operating in the County of Middlesex, Ont., has in good working order about 20 miles of line, radiating from Byron, where the head office is situated. There are about 70 offices in working order, for which subscribers pay $6.00 a year if stockholders and $10.00 per year if not stockholders. The system is connected with the Bell Telephone system, and has calling arrangements with London, Ont., for five cents over the Bell Telephone line. The subscription as above mentioned has enabled the association to meet all expenses and retain a small balance in the treasury. It has been found that the cost of constructing a line with a single wire and return is about $81 per mile, with about $13 per mile additional where there is more than one wire on the same set of poles. Each subscriber supplies his own instrument, which the company inspects semi-annually, repairs being at the expense of the subscribers. A few miles of new wire were erected in 1907 and some additional wires strung. Some fourteen or fifteen farmers in Nepean township near Ottawa, have established a co-operative telephone system and are having a service installed at a cost of $20 per year. The farmers invested about $500 and have connection with the Bell Telephone system of Ottawa by paying long distance rates.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during December were active, mild weather with a steady demand for industrial products contributing to the uninterrupted activity. Railway transportation was heavy, but transportation by water decreased. Some of the larger vessels were taken off the coal trade, although December shipments were equal to those of the same month of 1906. An unusually large number of coasting vessels carrying produce from Prince Edward Island and other places entered the port of Glace Bay. The repairing of the piers and the loading of small vessels with coal has given an impetus to the trade done by the small sailing craft. Retail trade was active, while the wholesale trade was favourably affected by the holiday season. The outdoor trades experienced quiet conditions.

The coal trade was active, and but for an accident to a boiler, which put one of the large collieries out of work for four days, the output of coal would have exceeded that of November. Every colliery on the Island was busy. One colliery, Dominion No. 3 and a part of Dominion No. 5 will remain on the double shift all winter. The larger collieries are expected to produce the same tonnage as last winter, while development work will be rapidly pushed. The smaller collieries will probably be more active than in the early months of 1907.

The iron and steel works of Sydney and Sydney Mines continued active, the output being equal to that of November. As these works are well supplied with orders and have a winter's supply of material, output should be maintained in volume during the winter months.

The cement works had a good year, also the Chemical Tar Company of Sydney.

Labour was abundant with an absence of strikes or lockouts. The Dominion Coal Company early in November entered in to negotiations with the Provincial Workmen's Association with the view of renewing the "three year contract" as it stood. The association refused to re-sign the contract, claiming that some classes of employees were entitled to an increase in wages. The company then proposed a readjustment, to go into force on the 4th of May, which was refused by the association. The

Grand Council of the Provincial Workmen's Association entered a protest against this action.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Weather conditions were not favourable to operations in the woods.

CONDITION OF PARTICULAR TRADES.

Building.—Quiet conditions prevailed in these trades.

Metal, engineering, etc.—Active conditions prevailed in all trades. Unskilled labour had plenty of employment.

DISTRICT NOTES.

Lingan.—The work of opening up the new colliery and the constructing of the railway spur connecting it with the other collieries, shortly to be opened, is being rapidly finished. From this part of the Dominion coal field much of the future output will be mined.

Port Morien.—The Dominion Iron and Steel Company has purchased the coal areas owned by the Cumberland Railway and Coal Company, situated near Port Morien. There is said to be several seams of coal of good quality in this district.

WESTVILLE, N. S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The collieries in this district have been very busy, with a demand for more men at some of the mines. The output at several collieries showed a good increase over the corresponding month of 1906. At the Drummond colliery, Westville, the output was the largest in the history of the colliery.

The Trenton Steel Works has, after several months of marked activity, become quiet. This is one of the chief industries in this district.

There was no unrest in the labour market in this district, and no changes in wages or hours of labour.

Outside employment was quiet from seasonal causes.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are marketing their crops. Hay is in good demand. The retail price for pressed hay is about $21.00 per ton; potatoes, about 50 cents per bushel; turnips, 30 cents; butter, about 30 cents per pound; eggs, about 30 cents per dozen; beef in steak or roasts, 12 to 15 cents per pound; by the quarter, about 8 cents; mutton, about 15 cents per pound; pork, by the side or carcass, about 10 cents per pound; turkey and geese, about 18 cents per pound.

Lumbering.—Quietness prevailed.

Manufacturing.—Conditions were active.

Mining.—Conditions were very busy. The Acadia Coal Company's shipments from their several collieries, namely, the Allen shafts, Albion mines, Acadia and Vale collieries, were 32,327 tons, an increase over the corresponding month of 1906 of 3,351 tons, making a total increase for 11 months of 46,191 tons. The output of the Drummond colliery Westville, for November, 1907, was: Coal, 30,598 tons; coke, 808 tons; fire clay, 432 tons; fire brick, 50,000. The pay roll was about $45,000. The coal increase over the corresponding month of 1906 was 8,550 tons.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been one of normal activity, the weather conditions being such as to enable some outside operations which are usually closed down at this season of the year. There has, however, been the usual cessation of active outside building operations, although some work of this character is being carried on. Commercial activity

was a marked feature of the month, while wholesale and retail trade was remarkably good.

The Boilermakers' Union declared off the strike which has existed for three months.

The year that is just closing has been a very busy one with respect to building operations. Permits were issued up to November 30 by the City Engineer's staff for new structures and for repairs, alterations, etc., which it is now estimated cost $632,086, of which amount $577,210 were for structures that cost over $1,000 each, the remaining $54,876 being for smaller repairs which cost less than $1,000 each.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry during the past year has been very successful, with good prices in every department.

Fishing. — During the past twelve months, this industry has been up to the standard; during the past month, conditions have been normal.

Lumbering. — Conditions were rather quiet in the lumber trade compared with previous years, but it is yet too early to make a proper estimate of the result.

CONDITION OF PARTICULAR TRADES.

Building. — Building operations have been largely closed down, and men engaged therein were for the most part idle. There were some, however, engaged on small jobs.

Clothing.—Tailors and garment makers reported conditions about the same as last month.

Printing.—Conditions were active.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and laundry workers were busy.

Transport. — All branches of railroad employees were busy. Longshoremen were fairly active.

Unskilled labour.—Dullness prevailed.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondant, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December was rather a dull month in industrial circles, but the open weather was favourable for outdoor labour, hence there was but little idleness. The market is supplied with all the labour required until early spring, though farm labourers are in demand. No new industries were started during the past month, but work was steady, many working night-work to overtake orders. The Amherst Boot and Shoe Company has completed the erection of a large four storey brick structure, which will give the firm an opportunity of employing more workmen. Wholesale and retail merchants reported the Christmas trade better than that of any previous year, although collections were more difficult than in former years.

It is difficult to give definite information with regard to wages. There is hardly an industry in Amherst that is run on a definite wage schedule. Wages are graded chiefly according to the merits of the individual. Strikes are unknown, although about 3,000 workpeople are employed. The same wages on the whole prevail as last year. In hundreds of individual cases wages have been advanced from 15 to 25%.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry, at this season of the year is at a stand still. The prices of farm produce remained high, but there was a slight drop in the price of poultry. Hay is reported scarce in some parts of the county but the straw crop was good and no suffering is expected.

Lumbering.—The lumbering industry was not up to the usual, the falling market causing many of the smaller firms to limit their operations this season. A majority of the farmers in this section cut more or less lumber during the winter months and the depressed market will have the effect of curtailing their work this winter.

Manufacturing.—Activity prevailed and the prospects for a good winter's work were exceedingly bright.

Mining.—All the coal mines were working full time coal being much in demand. More miners could find employment in the Cumberland mines. The Maritime Railway Coal and Power

Company is making extensive improvments at the Joggins mines, a new slope is being sunk, the railway line repaired, and the whole property improved in many ways.

CONDITION OF PARTICULAR TRADES.

Building.—Open weather during December was favourable to building operations, but work from now until spring will be exceedingly slack. Carpenters and joiners will have plenty of work during the winter but the local supply will be sufficient.

Metal, engineering and shipbuilding.—Brisk conditions prevailed in all lines, although at this time of the year all local industries usually close down for a few days for repairs. Moulders, coremakers and machinists were active.

Woodworking and furnishing.—Car builders were actively employed, especially in the building of freight cars. Woodworkers in general were well employed.

Printing.—Printers were busy but there were openings for the employment of a few competent men and girls.

Clothing. Fairly busy conditions prevailed.

Leather.—Bag and trunk makers were active.

Unskilled.—This class was well employed, but the local market will be capable of meeting the demand during the winter.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during December differed very little from that in November, supply and demand being well balanced. The exceptionally mild weather permitted more outdoor work to be done than during December 1906. Owing to the good roads, the Christmas trade was unusually brisk, and sales were greater than last year. Earlier in the season it was feared that there would be a surplus of produce but at the end of the month, navigation remained open, and large quantities of produce were being handled. There has been no change in the rates of wages or hours of labour, and harmonious relations prevailed between employer and employee.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations were mainly confined to the shipping of produce. Oats dropped 10c per bushel from the previous month.

Fishing.—A considerable quantity of smelts were handled during the month, but other branches of the industry were at a standstill.

Manufacturing.—The few factories in this province (in which agriculture is the principal industry) were carried on under normal conditions, supply and demand being well balanced.

Railroad construction and employment. Outdoor work was concluded by the end of the month. The change of timetable which came into force on the 30th. reduced the number of trains and lessened the number of hours of work for a number of employees.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners were active. Lathers and plasterers were fairly active. Painters and paper-hangers had a quiet month. Plumbers, gas and steamfitters, stone cutters and builders laborers, were active.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists, engineers and sheet metal workers were active. Bicycle workers had a dull month.

Woodworking and furnishing.—Woodworkers, upholsterers, Carriage and wagon makers, and car builders were active.

Printing and Allied. — Printers and bookbinders were active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers, were active.

Food and tobacco preparations.—Bakers, butchers and confectioners were busy. Tobacco workers were active.

Leather trades.—Leather workers, tanners and curriers were active.

Miscellaneous.—Barbers, clerks, stenographers and delivery employees were busy.

Transport.—Railroad conductors, locomotive engineers, locomotive firemen, railroad telegraphers, railroad trainmen and switchmen, ship labourers, longshoremen and street car employees were busy.

Unskilled labour.—There was a fair demand.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during December were more active than last year, and compared favourably with those of November. The mildness of the weather throughout the month was especially favourable for outdoor work.

The volume of Christmas trade in nearly all lines exceeded that of last season. Retail trade was exceptionally good; wholesale trade was satisfactory. While the outlook for the coming season's business is fair, there seems to be a disposition among wholesale men towards curtailment and retrenchment. Manufacturers also reported a good month and in nearly every case a satisfactory closing of the year's business. The Record Foundry and Machine Co., reported a large increase of sales for the year. It has at present about 225 names on a pay roll amounting to $1900, weekly. The N. B. Wire Fence Co,. reported an increase of sales, though their output was hindered by the setting up of new machinery. The sales to farmers show an increase of 30%. Another wire weaving machine will be added to the plant. The Campbell Clad Co., is making arrangements for a more extensive business next season. A recent meeting of the Board of Trade pronounced in favour of Compulsory Education. The City Council voted to bonus the Higgins Shoe Factory. The customs returns for this port of entry for November amounted to $16,085 as compared with $6,303 for November 1906, being an increase of $9,782. About 300 men are at present employed on the construction of the I. C. R. Shops and it is not expected that any reduction will be made, and no unrest among employed was noticed. Hours and wages remained the same.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were active looking after stock, getting wood and attending to winter work. The markets were active and nearly all kinds of farm produce commanded good prices.

Fishing.—Large catches of smelt have been made at Chatham, but along the Kent shore the fishing has been poor.

Lumbering. — Conditions were fairly active in some sections, but were generally quieter than last year.

Mining.—The Drummond Mines Co., is seeking legislation to empower it to utilize the Grand Falls of the Nepisiguit River in developing power for its mining operations in the iron areas recently acquired.

Railroad construction and employment. Construction work upon the I. N. R., has ceased for the winter. About 40 miles of track has been laid and 10 miles more ready for the rails. The work of clearing the right of way on the Moncton-Chipman section of the G. T. P., is rapidly progressing. The contractors have also two steam shovels at work and over 100 men on their pay roll, and expect to keep on grading all winter.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were quiet, but masons, carpenters and joiners were fairly well employed. Painters and decorators were busy. About 100 building permits have been issued as compared with 60 last year.

Metal, engineering and shipbuilding.—Mechanics all report an active month.

Woodworking and furnishing.—These trades reported work up to the average.

Printing.—Printers, pressman and bookbinders were active.

Clothing.—Journeymen tailors were in demand. Garment workers of all kinds were very busy.

Food and tobacco preparation.—Bakers and butchers were busy.

Leather.—Quietness prevailed.

Miscellaneous.—Barbers clerks stenographers, delivery-employees, hotel, restaurant and theatre hands were active with laundry workers busy.

Transport.—Traffic in both freight and passengers was above the average and railroad crews were actively employed. Hackmen, carters and teamsters were well employed.

Unskilled labour.—There was a falling off in the demand for this class but few men were out of work.

DISTRICT NOTES.

Dorchester.—A large electric power station has been built and an incandescent lighting system installed. The Crown Woodworking Co., has enlarged its plant and the sash and door factory commenced operations. A new departmental store has opened for business.

Hopewell.—An attempt to re-open the Dickson plaster quarry is being made and a considerable crew of men are engaged.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Business during December continued active. The building trades were well employed considering the season of the year. Ship-labourers were kept busy, although the season has not been as good as that of last year.

On December 8th, two breaks occurred in the water mains leading to the city. All the mills, factories and street railway had to close down.

Up to December 21st, fourteen steamers sailed from St. John. These carried away Canadian goods valued at $2,082,388 and foreign goods valued at $645,207, making a total valuation of $2,727,595.

Bank clearings for the three weeks ending December 19th were $3,861,147, and for the corresponding period last year, $3,904,115, being $42,968 less in 1907 than in 1906, and $2,687,930 less than for the five weeks ending November 28th of the current year.

Wholesale and retail dealers reported business brisk. During Christmas week, a large amount of money was put in circulation.

The trouble between the steamship companies and the Longshoremen's Association was settled December 4th, on a basis of 32½ cents per hour. The agreement entered into holds good until May, when the summer rates come into force.

Freight handlers who have been in the employ of the I. C. R., for the past five years and over, received an increase in their pay checks for the last month, their daily wages having been increased from $1.60 to $1.65.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—From returns sent in to the Department of Agriculture, the potato crop in New Brunswick during the past year has been the worst in many years. The only section of the province where the crop was at all good was in the east. The oat and turnip crops were good, and the buckwheat crop was the best in years. Much of the hay on the low lands was spoiled by the high water, and there was very little wild hay cut at all.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, masons and building labourers were dull. Carpenters and joiners, painters and decorators and plumbers and gas-fitters were active.

Metal, engineering and shipbuilding.—All branches were busy, with the excep-

tion of sheet metal workers, who were reported dull.

Woodworking and furnishing.—Woodworkers were active, but shingle weavers were dull.

Printing and allied.—Printers and pressmen were very busy, and bookbinders were active.

Clothing.—Journeymen tailors were busy.

Food and tobacco preparation.—Bakers and confectioners were busy, and cigar makers active.

Miscellaneous.—Brush and broom makers were active.

Transport.—Steam and electric employees were busy, with teamsters and expressmen active.

Unskilled labour was active.

DISTRICT NOTES.

Sackville.—A paper box company has been formed here, and has purchased a building to be used as a factory. The work of installing the machinery will be begun soon after the new year. Work has been suspended at the factory of the new woodworking company, and will not be resumed until March.

Sussex.—The new factory of the H. H Dryden Company, Limited, is almost ready for occupancy. A large lot of machinery has been installed, and it is anticipated that steam will be in the boilers soon.

QUEBEC, QUE., AND DISTRICT.

Messrs. Edward Little and *P. J. Jobin, correspondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Although building was fairly active, outside labour had less employment during December than in the preceding month, unfavourable weather having hampered operations. The work of demolishing old buildings and excavating for the new wing of the Hotel Frontenac was suspended. The last ocean steamer of the season left Quebec on December 5. The S.S. "Dunelm" arrived in port on December 10, and proceeded to Montreal. Retail trade was active during the Christmas season. A strike of boot and shoe factory employees (17) took place at Levis on December 6; a sympathetic strike of 40 other employees occurred in the same factory on December 13* A number of men were employed making repairs to the Dufferin Terrace. The ice harvesting season will be about three weeks later in opening than in 1906.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Country roads were in a bad condition during the first half of the month and marketing was rendered difficult. Meat prices were higher than last year, but poultry was lower. Beef sold at 6 cents per pound for hind quarters and 5 cents for fore-quarters. Mutton sold at 8 to 9 cents per pound by the carcass, pork from 8¼ to 9 cents, turkeys at from 15 to 18 cents per pound, chickens from 10 to 12 cents, and geese from 11 to 14 cents per pound.

Lumbering.—The bad weather and lack of snow interfered with operations.

Railway construction.—The Quebec Railway, Light and Power Company was carrying out improvements to road-bed at Limoilou junction.

CONDITION OF PARTICULAR TRADES.

Building.—A fair month was reported, though bricklayers, masons and stonecutters were dull.

Metal, engineering and shipbuilding.—Conditions were fair.

Printing.—The allied trades were busy.

Clothing.—Activity prevailed.

Food and tobacco preparation.—Conditions were busy.

Leather.—The various branches were active.

Miscellaneous. The month was active.

Transport.—Railway employees were active but cab drivers, teamsters, carters, etc., were quiet.

Unskilled labour.—This class was quiet.

*See article dealing with Trade Disputes in present issue.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally has been somewhat quiet during the month of December, although the mild weather has permitted outside work to be carried on to a much later period than last year. The same conditions exist at the machine shops as last month. The wholesale clothing establishment here is running on short hours. During the latter days of the month, a petition to wind up the Moore Carpet Company was presented; until a decision has been given, the works are practically closed down, some 40 hands being effected.

The Christmas trade was fully up to that of former years.

There has been no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There is practically no agricultural work being carried on, although the open season gave farmers a splendid chance to get ahead with outside work.

Lumbering.—The open winter is retarding the hauling of pulpwood, and unless snow comes soon, many will be unable to fill their contracts.

Manufacturing.—The Paton Woollen factory was running full time, with orders ahead. Good weavers are in demand at this concern. The Boblin Manufacturing Company are running full time, with orders ahead for some months.

CONDITION OF PARTICULAR TRADES.

Building.—The various trades were quiet, as is usual at this time of the year. Plumbers were active.

Metal and engineering.—All branches were quiet.

Woodworking. — Woodworkers were quiet. Carriage and wagon makers were active.

Printing and allied.—Printers and press men, and bookbinders were active.

Clothing.—Journeymen tailors were active. Garment workers were quiet.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat-cutters were active. Ice cutters were dull, with cigar makers active.

Miscellaneous.—Clerks, delivery employees, hotel and restaurant employees were active.

Transport.—Railroad employees were active, as also were cab drivers and expressmen.

Unskilled labour was somewhat quiet.

DISTRICT NOTES.

Magog.—Owing to the high price of feed, farmers are selling off their surplus stock, and the price of meat has fallen in consequence. Prime beef sells at 4c. for forequarters and 5c. for hindquarters.

Waterloo.—The Roxton Mill and Novelty Manufacturing Co. has commenced operations in its new factory, which was purchased lately from the Waterloo Wood Mfg. Co., and expect to be running to full capacity in a few days. They intend to employ not less than 50 men.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity was fairly well maintained during December. The building trades, however, were quiet. The metal trades also slackened owing to scarcity of money, though orders were numerous. In one important manufacture, working hours were shortened. The boot and shoe factories were fairly well employed. Sash and door factories were active. In the Penman woollen factory new machinery was installed for night work. The organ factory and the tanneries were active. A new company was incorporated under the title of the Heat Light

and Power Company of St. Hyacinthe, with a total capital of $20,000. Wholesale and retail trade was active, the fine winter roads having stimulated business. The banks reported a good month with easy collections. An industrial dispute arose during the month between the Eastern Townships Manufacturing Company and its employees. On December 12th the directors gave out a document to be signed by the employees to the effect that the latter bound themselves to leave in the hands of the company ten per cent of their weekly earnings up to a sum of $100, which sum was to be invested by the company for the employees in a share in its capital stock. The individual workmen would thus become shareholders in the company's stock. The men signed the document, but on December 13th signed another document withdrawing their signatures from the previous one and stating that they could not accept the company's offer. The men were then discharged by the directors of the company. Later the company prepared another statement which was published in the newspaper press. No understanding has as yet been reached between parties. There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The month was a favourable one, produce selling well at good prices. There was very little demand for farm hands.

Manufacturing.—With the exception of the iron industry, which was dull, manufacturing was very active.

CONDITION OF PARTICULAR TRADES.

Building.—The month was a dull one for bricklayers, masons and carpenters. In the other branches work was satisfactory.

Metal, engineering and *shipbuilding.*—Iron moulders, iron workers, engineers and machinists were busy but not so busy as in the preceding month. Electricians were very busy.

Woodworking and furnishing.—Active conditions prevailed.

Printing.—These trades reported a satisfactory month.

Clothing.—Tailors had a very active month. Boot and shoe workers were very busy.

Food and tobacco preparation.—Bakers, confectioners and butchers were active, as were also tobacco workers.

Leather.—Activity continued.

Miscellaneous.—A very active month was reported.

Transport.—Railway workers were very active, a number of additional hands being taken on owing to abundance of work. Carters, hackmen and delivery employees were very busy.

Unskilled labour.—This class was in fair demand.

DISTRICT NOTES.

Sorel.—The dredge No. 5. *Lafontaine* which was damaged opposite Varennes was brought to Sorel to be repaired. The whole of the dredging fleet and the boats of the Richelieu Navigation Company are in winter quarters. The dredge No. 1, *Laval,* was placed in dry-dock for repairs. A special bed has been constructed on which a powerful electric motor assisted by a large block and tackle hauls these vessels of large tonnage. The dipper dredge at present under construction in the government's shipyard will be launched in the spring.

Drummondville.—The Campbell-Maclaren Lumber Company will establish a branch here to employ over 30 hands. Over 600 workmen find employment in the various industries of the town. Building operations were active during the past summer and the prospects are that they will be even more active next year.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December has been less active than the corresponding month of last year.

The supply of labour exceeded the demand, especially in the building trades. Activity prevailed in commercial circles. The demand for clerks has been very active. Some large establishments doubled their staffs for the Christmas and New Year holidays. There have been no changes in rates of wages or hours of labour.

The C. P. R., shops were working to their full capacity, large numbers of cars being in course of construction. The C. P. R., contemplates building additional shops for the requirements of their trade.

The Mount Royal Spinning Co., has just completed an extensive cotton factory in the town of Cote St. Paul. The factory will be in full operation in the early part of spring and will employ over 1000 hands.

CONDITION OF PARTICULAR TRADES.

Building.—The demand for labour in the different branches was very dull.

The prospect for January seems to be brighter, their being some large constuctions which will be resumed in the early part of the month.

The *metal and woodworking trades* were active.

Printing.—Activity prevailed in the Allied Trades.

Clothing.—The clothing trades were active.

Food and tobacco preparation.—These different branches have been very active during this month.

Leather.—Trade was quiet.

Miscellaneous.—Activity prevailed.

Unskilled labour,—There was no demand for unskilled labour owing to the lack of snow.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The city has received the sum of $71,243.85 in accordance with a clause in the contract with the gas company, obliging the latter to pay three per cent on its gross receipts during the five last years of its contract.

The season of navigation for 1907 in the port of Montreal was particularly satisfactory, especially as concerned the number of passengers and the amount of customs revenues. As regards the number of passengers carried, the year was the best in the history of the St. Lawrence. The revenues of the harbour commissioners show an increase of $8,500 over 1906. One of the principal incidents of the season was the arrival of two new steamers for the Allan line, the "Corsican" and the "Grampian." The following are further statistics of the shipping of the port: Coalers from Sydney, 231 vessels, 1,075,000 tons; inland navigation, arrivals, 2,299; vessels of 1,372,266 tons, and crews numbering 49,003 men; sailings, 2,226 vessels; 1,326,636 tons, and crews of 508 men. Arrivals of seagoing vessels, 707, divided as follows: Norwegian, 181; Swedish, 7; Danish, 10; German and American, 2 each; English, 512, which gives a floating population in the port of about 50,000 persons during the seven months' navigation.

During the month of November, 1907, the amount of customs duties collected on importations amounted to $1,448,-154.33, or a decrease of $39,912.67 as compared with November, 1906.

The report of operations on the Lachine Canal for 1907 shows the number of entry permits to the canal to be 6,239, or an increase of 867 over 1906. If the canal tolls had not been abolished, the statistical bureau in Montreal would have collected $72,166.84, or $4,411 more than last year. The collection of wharfage dues realised $10,106,57. In 1907, there passed through the canal 16,444,938 bushels of wheat, an increase of 8,000,000 bushels over 1906. The report also contains a comparative statement showing the number of vessels which passed through the canal in 1906 and 1907, as follows:—

	1906.	1907.
Canadian vessels	1,239	1,345
Barges	1,589	2,011
American steamers	151	176
Tonnage	522,210	703,000
Passengers	37,606	52,753
Sundry merchandize....tons	128,479	150,713
Wood .....feet	122,720,000	124,505,000
Soft coal.....tons	94,296	137,540
Hard coal.....tons	222,414	271,126

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were satisfactory.

Lumbering.—The lumber market was active, notwithstanding the fact that the majority of the large buildings were constructed largely of structural iron.

Manufacturing.——There was a marked decline in manufacturing in December as compared with November.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were fairly active, but less so than in the preceding month, especially amongst carpenters.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, coremakers and machinists were busy. Electrical workers were fairly well employed, as well as blacksmiths. Shipbuilders and caulkers were dull. Tool sharpeners were busy, with horseshoers and jewellers active.

Woodworking and furnishing.—Woodworkers, upholsterers, etc., were active in the first half of the month, and were busy during the balance. Gilders were busy, but shingle weavers were dull.

Printing.—Activity prevailed.

Clothing.—Tailors were very active on custom work at the beginning of the month, but were quiet at the end. Garment workers were generally busy for the first fortnight, but dull afterwards. Boot and shoe workers were fairly busy.

Food and tobacco preparation.—Butchers, bakers and confectioners were very active. Ice workers were dull. Cigarmakers and tobacco workers were fairly busy.

Leather.—Leather workers and trunk and bag makers were active in the first half and busy during the balance of the month. Tanners and curriers were busy.

Miscellaneous.—All branches were active.

Transport.—Street railway employees, cab drivers, hackmen, etc., were active. Teamsters and expressmen were busy. Steamboat men, ship labourers and longshoremen were dull.

Unskilled labour.—This class was dull.

DISTRICT NOTES.

In 1905 and 1906 the following surrounding municipalities were annexed to the City of Montreal. Their population, superficies and assessment value are given below:—

Municipality.	Population.	Superficies Area.	Assessment Value.
Villeray	800	72 acres	$160,000
St. Henri	24,165	424 "	8,658,845
Ste. Cunègonde	11,225	125 "	4,118,018
Rosemount	300	204 "	175,000
Sault au Récollets	2,700	1,220 "	190,000
St. Laurent	2,300	860 "	300,00
Totals	41,490	2,950	$13,601,863

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions were somewhat less favourable for labour during December. This was not unexpected, as the month usually witnesses the closing down of the largest sawmills, whereby hundreds of men are thrown out of employment. The scarcity of hands which prevailed through out the year has ceased, and there are a number of unemployed. This had a tendency to reduce wages, though not among the permanent staffs of the factories. The exceptionally mild character of the winter so far has deprived hundreds of men of their usual source of labour. There

has been no ice cutting nor carting, and until towards the end of the month, very little snow to shovel or cart away. Owing to lack of ice, there was no work in the shipyards. The day labourer was receiving $1.10 per day instead of $1.35 and $1.50 in the fall. Merchants in almost every line were unanimous in asserting that their holiday trade was ahead of last year. The banks were all satisfied with prevailing conditions. The refusal, however, of several large Montreal wholesale firms to renew notes at their next quarterly maturity in February 1908, has caused some embarrassment. Lumbering operations, which affect about 1,000 men in this district, have been greatly curtailed by the present stringency in the money market. All along the railway lines, from here to Sault Ste. Marie, are to be found saw-mills and camps. Two firms, at Webbwood and Whitefish, Ont., closed down; others reduced their staffs by from 40 to 50 per cent., and others closed down in order to re-engage their men at reduced wages. The decrease in the rates reaches as much as 25 per cent. from last fall's rates. Of late, engagements have been made below Quebec, and men brought up for the Eddy shanties on the Rouge river at $20 and $26 per month, a decrease of $9 and $10 respectively compared with the fall prices. In this case, the company paid the men's transportation. On the other hand, firms which do not pay transportation charges, hired their men at from $26 to $30 per month. The latter may be regarded as the prevailing market prices, being $4 to $5 respectively lower than last fall's wages. Of the former class, road cutters and handy men obtain $26, while choppers, log-rollers and general labourers receive $30.

An increase in wages was granted by the Canadian Pacific Railway Company to its snow shovellers along the Hull Electric Railway line. They are getting $1.50 instead of $1.35 per day. Linemen or sectionmen who are without work in winter are preferred by the company. They are not very numerous, however.

Large numbers of teams were idle, and their owners in many instances have sold at a loss, rather than pay excessive prices for feeding idle horses. The cost of living, except in the case of fuel and milk, has not increased very materially. The societies for the relief of the poor have not yet started their usual work, there being little poverty needing relief.

The building trades were still busy, and no changes in wages or hours were reported during December.

The Woods factory was running full time. About 240 hands, mostly girls were employed, about 100 of whom were from Hull and the others from Ottawa.

The International Portland Cement Company has awarded to the Phœnix Bridge Company the contract for the steel work of its 1908 additions to its plant. Ten steel workers will arrive in Hull this week to commence the work. It is stated that the improvements of 1908 will cost in the neighbourhood of one quarter of a million.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A surplus of unskilled labour was noted in the Ottawa district during the whole of December. This was due to an influx of labourers, and not to any scarcity of employment. The civic corporation and local contractors had as many men engaged as during the corresponding period in other years; in fact, more were given work by the municipality, which took advantage of the opportunity to prosecute necessary improvements. Sewers were started, giving work to 70 men at a minimum rate of $1.75 per day. This wage is 10 cents per day more than last winter, and is the same as the summer rate. An average of 25 men a day were given work breaking stone for the city at 30 cents per ton; this enables them to earn from 40 cents to $1.50 per day, according to their efficiency. The work was started by the Mayor so that all the unemployed would have a chance to earn a livelihood. Snow storms gave work to 200 men temporarily, the wages being

$1.75 per day or 10 cents more than last year. The staff of scavengers is maintained at 40, wages being $2.25 per day for man and horse, the same as during the summer. It became necessary, near the end of the year, owing to lack of funds, to suspend waterworks extensions, but with the new year at least 100 men will be engaged in this branch of the civic service at the usual wages of $1.75 per day.

The Ottawa Electric Railway Company is paying 14 cents per hour to snow shovellers, being the same rate as last year.

Inquiry among the building trades showed that there was little foundation for reports of slackness in this branch of employment. One of the largest employers of painters and paper hangers has more work in progress than a year ago, and stated that wages have not dropped from the summer scale. Nearly all this work is on repairs. The plumbing contractors report work very light on new installations, but not many hands have been laid off. The wages have been slightly affected, as most of the masters are now paying the minimum rate of 25 cents per hour.

Employers of unskilled labour, not already mentioned, are paying new hands from 20 to 30 per cent. less than was offered in October and November. In like manner, carpenters' wages dropped from 30 to 25 cents per hour where hiring has been done within the last month.

The number of girls employed in Ottawa mica factories has dwindled from about 1,400 to 150. All the small factories of the city, numbering about a dozen, have closed, and only a few large ones are operating. The wages of these hands have been reduced from 15 to 20 per cent, and altogether about $5,000 a week is lost in earnings. The factory managers are of the opinion that the industry may be revived quickly, and look forward to re-engaging their hands before the spring. The depression is due entirely to a falling off in the demand for mica in the United States, where the output of the local factories is sent. The large number of girls thrown idle in this way has not affected wages of sewing machine hands, waiters or domestic help, except in rare cases, where new employees were taken on recently.

The cost of living was affected by a slight drop in the price of meat sold by farmers in the local market. There was an increase in the price of milk per pint from four to five cents.

The volume of Christmas business surpassed that of last year with most of the local merchants, showing no scarcity of money in the city. Another evidence of the supply of money was that the average collection on the 1907 tax rolls was 90 per cent. paid up, as compared with 48 per cent. six years ago.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—During December, the farmers reduced their herds of cattle by an extent unequalled in years before in order to avoid buying fodder at the current high rates. Dairy cattle have been sold at from 20 to 40 per cent less than the animals could be bought for a year ago.

Lumbering.—The lumbermen are devoting all their attention to shanty operations. Wages, though they fell off at the beginning of the month, remained firm on the lower level. Although many strangers in the city were seeking work, they refused such offers as $22 or $24 per month to go to the shanties. Mr. J. R. Booth has begun to haul sawlogs by train to the city, and will reserve them for sawing in the spring. His output of sawn lumber for the season is estimated at 90,000,000 feet, a little more than last year.

CONDITION OF PARTICULAR TRADES.

Printing.—The allied trades were busy.

Clothing.—The demand for the more expensive kinds of clothing showed a falling off. Orders were so slack in some factories that the staff of employees was reduced.

Miscellaneous. — Delivery employees were in active demand during the month owing to the Christmas season.

Unskilled labour was plentiful.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was satisfactory during the closing month of the year 1907. During November, the sum of $28,898.36 was collected in import duties at the local customs house; this was $7,582.47 more than in the corresponding month last year, and nearly $15,000 more than in November, 1905. Every month this year showed an increase in the amount of import duties. The collections at the close of the fiscal year will be fully $30,000 ahead of those of 1906.

The year 1907 was one of marked progress. The extensions to the light and power plant have been completed, and the cost of electricity and gas materially reduced. The committee managing the waterworks also made large reductions in the rates. The chief improvements on the public streets were the construction of five and a half miles of electric lighting. The King street breakwater, destroyed last spring, has been restored. The chief work for the council of 1908 is the general improvement of the city's streets. To this end, a by-law is to be submitted to the ratepayers for the raising of a loan of $12,000. The City Council, Board of Trade and the Trade and Labour Council are uniting in an effort to have this by-law carried.

Merchants generally reported a very satisfactory Christmas trade; with most of them, it was better than that of last year. The post office and express offices were rushed, and compelled to employ extra help.

An expert from St. Louis, Mo., will take charge of the erection and operation of the lead smelter to be erected here. The company has opened an office on the site of the smelter, and active operations will begin about January 18, 1908. It is expected that this plant will be completed and in operation by June 18, 1908.

Under the direction of the Rev. Canon Star, a stone quarry was opened adjacent to the city for the benefit of the unemployed, most of whom are recent arrivals; so far, twenty-nine men are at work breaking stone, making about $1 per day.

The amount voted for the construction of an additional military building totals $57,000, exclusive of the Tete de Pont barracks, and for the city post office, $27,342, an increase of $1,121. The amount voted the post office inspectors staff at Kingston, for salaries, is $8,550, an increase of $850. There was an increase also in salaries of the penetentiary staff. About the middle of the month, most of the milk dealers decided not to deliver any milk on the Sabbath until the warm weather returns; customers are served with extra quantities on Saturdays.

There were no changes in the rates of wages or hours of labour, except that ten tailoresses and six tailors received an increase of 15%. Two firms granted the demand; otherwise, the strike is still on.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Dull conditions prevailed.

Lumbering.—This industry was active. It is stated that owing to the increased cost of hay, oats, provisions, etc., as well as the high rates of wages, that there will be a considerable increase in the cost of medium grade lumber in this district in the spring.

Manufacturing.—Active conditions prevailed.

Mining.—This industry was fairly active, the open weather conducing to this condition.

Railroad construction. — Conditions were dull.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were quiet.

Metal engineering and shipbuilding.—These trades were active.

Woodworking and furnishing.—Quiet conditions prevailed.

Printing.—Employment in these trades was somewhat quiet.

Clothing.—The clothing trades were active.

Food and tobacco preparation.—Bakers, butchers, ice cutters, etc., were active.

Leather.—Tanners had active employment.

Miscellaneous.—Barbers, broom makers, furriers and laundry workers were actively employed.

Transport.—All branches of transportation were active. Steamboatmen, longshoremen, sailors, etc., found employment quiet. Teamsters and expressmen were active.

Unskilled.—This class was inactive, the market being over-supplied.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of December was fairly active, being more favourable for general labour than the same month last year. An optimistic feeling existed as to the future. The Lehigh Cement Company has laid off about 350 unskilled labourers, who were employed on construction work, they were mostly foreigners, and have nearly all left the district. The company has about 150 workmen permanently employed. As usual, the Belleville Rolling Mills Company closed down its plant on the first of the month for about six weeks; about 250 men were affected. Little hardship will be felt, as the workmen receive good wages and were prepared for the close down. The horseshoe branch of the rolling mills was running full time, employing a full staff. Many skilled and unskilled workmen were still employed in the rebuilding of the hotel "Quinte", which is expected to be completed next month. Work on the public library has also given employment to many, and it is expected that it will be opened to the public in a few weeks. A heavy snow storm put a stop to all outdoor employment, throwing a number of men out of work temporarily. Every other industry was running as usual. A large number of civic employees were engaged in snow shovelling, and as yet no one has applied to the civic authorities for aid. Wholesale and retail merchants reported business active; the banks also had an active month, owing to the distribution of dividends in connection with the cheese factories. The price of all kinds of produce remained high. Hay was very scarce, and sold readily at $24 to $25 a ton. Straw that last year sold at $3 and $4 a load now sells at $9 and $10 a load. Butter was 30c. a lb.; fresh eggs, 30 to 35c. a dozen; beef, hind quarters, 4½ to 5c. a lb.; fore quarters, 3 to 3½c. a lb., and dressed pork, $7.50 cwt. There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to poor crops, feed was very scarce and high in price. Many citizens were using dry leaves and sawdust for bedding animals.

Lumbering.—This industry was inactive, although many lumbermen secured employment elsewhere.

Manufacturing.—Activity prevailed in all branches.

Mining.—Conditions were fairly active. Craigmont mine closed down for the winter, throwing about 200 workmen out of employment.

Railroad construction and employment.—Inactivity prevailed.

CONDITION OF PARTICULAR TRADES.

Building. — Plasterers were active, many being employed at the hotel "Quinte", painters were also employed there. Plumbers, gas and steamfitters had active employment, but builders' labourers were inactive.

Metal, engineering.—All branches, with the exception of shipbuilding, had a fairly active month, the only drawback being the temporary closing of the rolling mills. Horseshoers reported a very busy month.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers had a very active month, one furniture factory having an order for 900 chairs for one institution, besides a large amount of other furniture. Not a man has been laid off in these industries, but an hour less is being worked per day. Carriage workers were fairly active.

Printing.—The printing trade is always active here in December, and this year was no exception to the rule, every man and woman in the trade being employed.

Clothing.—Journeymen tailors reported having a very active month, with all hands working full time.

Food and tobacco preparation.—Bakers and confectioners, as usual, were very active getting ready for the holiday season. Butchers and meat cutters had an active month, and cigar makers were very active.

Miscellaneous. — Barbers reported a busy month, while clerks and delivery employees worked overtime. Many persons were employed as extra clerks during the holiday rush. Furriers had an active month. Hotel, restaurant and theatre employees had a very active month.

Transport. — Railway transportation was exceedingly active. Apart from a few heavy falls of snow, little inconvenience was experienced. Cabmen, carters, teamsters and expressmen were actively employed.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Work in general for the past month has been fairly active, considering the season of the year and the large number of workpeople that have come to reside in the city during the past summer. A large number of families from Great Britain have recently taken up their residence here; they are principally labourers. Work for that class has been somewhat dull, and many of them are in reduced circumstances. The cordage works, after being shut down for general repairs, has started again with one hundred hands; this number, in a few weeks' time, will be increased to about 200. The total value of the building permits issued during the year amounted to $767,546.00, divided as follows: In April, $2,425; 132 in May, $538,635; 42 in June, $55,678; 21 in July, $26,790; 26 in August, $18,690; 33 in September, $42,370; 28 in October, $78,643; 8 in November, $8,325, and 4 in December, $1,990. Some of these structures will not be completed until next year. The Peterborough Canoe Company is making 100 toboggans, and is also very busy on canoe work. Curtis Bros., closed the season after an output of 4,200,000 bricks, their largest output for anyone season. Heavy shipments of live stock took place during the month, and local dealers were very busy. Work on the Collegiate Institute is being hurried, but work on the construction of the armouries, Normal school and the Roman Catholic church is stopped until spring. The Christmas trade was exceptionally good, and business of all kinds exceeded that of any former year. Activity prevailed in commercial circles, and wholesale and retail trade was never better. Wages remain unchanged.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural work was somewhat quiet, as is usual at this time of the year, farmers being employed in hauling produce to the market.

Fishing.—Dullness prevailed.

Lumbering.—Activity was the rule. Lumber dealers have reduced wages from $35 to $26 per month. A large number of men have left the camps, and will not work at the reduced rate. It is not anticipated that there will be any difficulty in replacing the men that left, as a great number are out of employment. All the men that remained in the camps will be paid at the rate of $20 to $28 per month and any new men going in at the rate of $18 to $26 per month.

The Peterborough Lumber Company output for the season amounted to 7,000,000.

Manufacturing.—Industrial establishments were active.

Mining.—Dull conditions prevailed.

Railroad construction and employment. —Work was confined to general repairing and keeping the track and equipment in good order.

CONDITION OF PARTICULAR TRADES.

Building. Carpenters and joiners, plasterers, painters and plumbers were active, but dullness prevailed with bricklayers, masons, lathers, gas and steam fitters, stonecutters and builders' labourers.

Metal, engineering and shipbuilding.—Activity prevailed with iron moulders, iron workers and helpers, machinists and engineers, brassworkers, blacksmiths, shipworkers, sheet metal workers and horseshoers, while electrical workers and jewellers were busy, and boilermakers found employment dull.

Woodworking and furnishing.—Active conditions prevailed, except with car builders, who were somewhat dull.

Printing.—December has been a good month; work during Christmas week was never better.

Clothing.—Journeymen tailors were active; garment and boot and shoe workers busy, and hat makers dull.

Food and tobacco preparation.—Bakers and confectioners, butchers and meatcutters were busy, cigarmakers and tobacco workers active, and ice-handlers dull.

Leather.—Harness and collar makers were active.

Miscellaneous. — These trades were busy.

Transport.—All branches of railway employment were exceedingly busy. Steamboatmen, carters, draymen and teamsters found employment dull, but active conditions prevailed with draymen and street railway employees.

Unskilled.—Employment for this class was scarce.

DISTRICT NOTES.

Work throughout the district consisted of chopping cordwood, threshing and hauling to market different kinds of produce, the price of which remains much the same, as stated in former report, with a slight reduction in the price of wheat, oats and barley. Cheese factory operations are suspenedd for the winter months. A profitable season was reported.

Nogeys' Creek.—A new dam, eight feet high and 54 feet long, has been completed. It has a slide constructed specially for running logs.

Lindsay.—A new wheel factory has begun work, employing 17 hands and turning out twenty set of wheels per day.

Lakefield.—The Cavendish Lumber Company reported an output of 17,000,000 feet.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the setting in of the winter season and the general cessation of most outdoor occupations, conditions are duller than those of last month, with large numbers of both skilled and unskilled workers out of employment. The continuance of the financial stringency has induced a slackening of activity in nearly all lines, and the problem of providing for the unemployed has become serious. During the holiday season, the situation was somewhat relieved by the demand for extra help, which enabled a number to secure temporary employment. The congestion was increased by an influx from other parts of the country. Charitable institutions report an unusually large number of applications for assistance.

At a meeting of the Associated Charities held December 6th, resolutions were adopted urging the city authorities to distribute work among as many people as possible; to carry on public works for which contracts have not already been let by day labour, and to begin work on contracts let without delay; and requesting the Dominion government to procure speedy employment for as many as possible on the Grand Trunk Pacific and other public works, and to begin work on the western gap without delay. The Ontario Government was asked to establish a free labour bureau for artizans. On the 10th inst., 100 men were engaged for construction work on the Temiskaming and Northern Ontario Railway at $1.50 per day.

The approximate value of building permits issued during November was $638,150 for 201 buildings, as compared with $1,087,692 for 402 buildings in November, 1906.

At a meeting of the directors of the Canadian National Exhibition, a financial statement was presented showing receipts of $202,422; expenditure, $161,796; leaving a surplus of $40,626.

The receipts of the Toronto Railway Company during November were $281,982 as against $251,130 for November, 1906. The Company has made an extensive purchase of land on Roncesvalles Ave., and Queen st. west, for the extension and improvement of the car barns.

The Canadian Birkbeck Investment and Savings Co., has taken out a building permit for the erection of a new office building to cost $120,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were engaged in caring for stock and marketing produce, prices being well maintained. The wet and unsettled weather towards the close of the month was unfavourable for out-door operations.

Manufacturing.—The industry has been quiet in nearly all lines. The monetary stringency curtailed operations. Many establishments which usually close down about this season for stock-taking and repairs will protract the period of suspension and reduce their staffs on re-opening. No immediate change is likely to occur until orders for the spring trade indicate the prospects for the season.

CONDITION OF PARTICULAR TRADES.

Building.—These trades found less employment than usual at this season. Owing to the falling off in building during the last few months, there will be considerably less indoor work during the winter than last year.

Metal, engineering and shipbuilding.—Iron moulders, machinists, blacksmiths, boilermakers, electrical workers, sheet metal workers and structural steel workers had a quiet month, with a good many out of work. Brass workers had steady work. Jewellers and silversmiths were fairly well employed, but some were laid off.

Woodworking.—These trades were generally well employed. Carriage makers were busy. Piano workers found trade dull.

Printing.—The printing trade was quiet at first, but improved towards the close of the month. A number were reported out of work.

Clothing.—Tailors and garment workers were fairly well employed. Hat and cap makers were dull. Boot and shoe workers had a fair month.

Food and tobacco preparation.—Bakers and confectioners, butchers and brewery workers were steadily employed. Cigar-makers found trade slack.

Leather.—Many were out of work.

Miscellaneous.—Hotel and restaurant employees, barbers and theatre employees were active, especially during the holidays. Clerks, salesmen and delivery men were busy, but many were looking for work.

Transport. — Transportation workers had an active month, but some reductions in railway staffs have taken place.

Unskilled labour.—A large number were out of work.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The closing month of 1907 witnessed a further decrease of activity in industrial circles and the outlook is that the opening months of 1908 will be still quieter. The number of men employed in the city was less than in any December in several years, and an addition was made to the ranks of the unemployed by the influx of men from other cities seeking work. With the exception of some small sewer contracts, no public works were going on. No trade could be said to be busy. Holiday trade was not up to the standard of other years, owing

largely to industrial conditions, and in part to unfavourable weather before Christmas. The stringency in financial circles continued, yet business generally appeared to be on a firm footing, and no alarm was felt.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Employment was very dull.

Fishing.—Fishermen were idle.

Lumbering.—No lumbering is done in this district, except a very little in mid-winter.

Manufacturing.—Nearly all factories ran with full staffs up to the end of the year, but it was expected that the suspender, neckwear and muffler factories would reduce staffs in January, their busy season being over. A wire screen manufacturing concern, and a paper box factory will locate here in the spring, or sooner.

Railroad construction and employment.—Railroad employment was dull for a large part of the month, and the Grand Trunk car department laid off a few men and reduced the working hours of others. However, a heavy snowfall gave employment to many men in shovelling snow for some time, and towards the end of the month, a rush of freight and passenger traffic kept all departments very busy. Railways reported having more applicants for employment than they have had in five years past. The International Railway (electric) reduced its staff of trainmen to a minimum, but another system slightly increased the number of its employees.

Other industries.—The electric power developing companies disbanded their outside construction forces for the winter; operating staffs were also reduced.

Large appropriations included in the Dominion estimates for Welland canal improvements promise employment during the coming summer in the part of this district traversed by the canal.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were having a rather better season than was expected, but most of them were quiet. Carpenters, bricklayers and plumbers were most active. There were few, if any, opportunities for employment. Twenty-five men, who had been employed for four months in painting the Cantilever bridge, finished their work and were discharged.

Metal.—The outlook for continued steady employment of full forces of employees in local foundries and machine shops was good. The re-opening of the shipbuilding plant at Bridgeburg gave employment to many idle men of these classes. The Niagara Falls Machine & Foundry Company secured a large contract for waterworks supplies for the city of Toronto.

Printing.—The allied trades were active.

Miscellaneous.—Retail clerks had a busy holiday season. Many office employees were idle. Hotels and restaurants were having a quiet time.

Transport.—On electric lines, employment was dull, and is likely to remain so for four or five months.

Unskilled labour.—There was little employment.

DISTRICT NOTES.

Niagara-on-the-Lake. — Lake fishermen completed their season, and there will be no further activity till spring.

Port Colborne.—Public works contractors laid up their plants till spring. A number of vessels will winter and re-fit here.

Welland. — The Page-Hershey Company laid foundations for a $150,000 pipe foundry, part of which will be running in March. Beatty's engine and machine works had $200,000 worth of orders on hand on December 1st. The Ontario Iron and Steel Company's plant will be running in March.

Shisler's Point.—Very little work will be done in the quarries during the winter. Many of the foreign labourers have gone away.

Bridgeburg.—The plant of the Canadian Shipbuilding Company, which has been closed for some time, re-opened on the 9th and gave employment to over two hundred men.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During December, the labour market was less active than in the early autumn, though there was a slight improvement over November. Taking the year as a whole, labour was well employed. Though the stringency of the money market was felt to a slight extent during the fall months, there was a general opinion that the New Year would find conditions improved, and that activity would be restored to most branches of industry. Christmas trade, though not so large in volume as last year, was good.

The season just closed has been a very active one on the Welland Canal. Had it not been for the financial slump in November, the increase over former years would have been greater. December showed considerable improvement and was about equal to December, 1906. The canal closed on December 17th last year, a day later than the season just closed. The canal has been singularly free from accidents, navigation having practically no interruptions. The canal was open on Sundays during September, October, November and December, one month longer than in former years.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was confined to tending stock, etc.

Manufacturing.—Meat factories and mills were running full time; a few were running on short time or were shut down taking stock between seasons. The canneries closed a most successful season, during the greater part of which they were working to their full capacity and overtime, to fill orders received.

CONDITION OF PARTICULAR TRADES.

Building.—The allied trades were quiet.

Metal and engineering.—All branches were active.

Woodworking and furnishing. — All branches were active.

Printing.—All branches of the allied trades were active.

Clothing.—Journeymen tailors, boot and shoe workers were busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat-cutters, cigar makers and tobacco workers were active.

Leather.—Tanners, curriers, and leather workers were active.

Miscellaneous.—Barbers, clerks, stenorgaphers, delivery employees, hotel and restaurant employees, and laundry workers were well employed.

Transport.—All branches were busy.

Unskilled.—Unskilled labour was quiet there being little demand.

DISTRICT NOTES.

Thorold, Merritton and Port Dalhousie. — The condition of the labour market was satisfactory. Labour was well employed, and business good for the season of the year.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General labour was dull during December, many skilled and unskilled workers being out of employment.

A new screw factory, incorporated with a capital of $250,000, will locate in Hamilton.

The Tuckett Tobacco Company has been re-organized with a capital of $200,000.

The Hamilton Iron and Steel Company will build a $5,000 brick addition. Bricks are now selling as low as $7 a thousand.

The Bank of Hamilton will make application to the Dominion parliament for the incorporation of a company to be known as the Bank of Hamilton pension fund. The pension fund will be used for the benefit of employees who have been

in the bank's service over a certain period of years, and retire. The fund will make provision for widows and children.

The value of buildings for which permits were taken out up to the end of November last year amounted to $1,957,-840, as compared with $2,729,640 up till the end of November this year, an increase of $771,800. There were about 800 new houses erected this year. Retail merchants did an excellent business.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Manufacturing has not been as active as in previous months. The latter part of the month especially was slack. The iron industry has been quiet, while food and clothing establishments have been fairly active.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were only fair in the early part of the month and were slack towards the new year. Machinists, molders, stovemounters, blacksmiths, etc., were very slack, with some factories closed for a few weeks. The woodworking trades were fair, but pattern makers and coopers were slack. Printers were busy during the latter part of the month on the Christmas issues of newspapers and the heavy advertising. Tailors were slack, but garment workers and boot and shoe workers were fairly active, as were bakers, butchers, cigar and tobacco workers. Leather workers barbers, broom makers, furriers, hotel, and restaurant employees, laundry workers, railway employees (steam) and street railway employees. Longshoremen and ship labourers were slack, but teamsters, cabmen, expressmen and etc. were active. Unskilled labour was very dull.

DISTRICT NOTES.

Dundas.—Several trades were slack. The council granted $1,000 to the Jones Bros. company for the construction of a bridge and switch into its factory premises.

The Imperial Globe Company, Limited, of Dundas, has been incorporated with a capital of $40,000.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was considerable skilled and unskilled labour unemployed. December did not compare favourably with the preceding month, or the corresponding month of last year. Considering the season, the building trades were active, but many of the factories were running below their capacity, and several have practically shut down. It is alleged that much of this is due not to any lack of work, but to the "money stringency."

About 17 machinists had their wages reduced 10%; 15 drill and shaper hands and 15 blacksmiths were also reduced 10%, and a number of labourers were reduced 10c. per day.

A number of moulders and labourers have been laid off work at one of the factories, and the City Engineer has laid off 25 men on the sewer construction works. The Board of Water Commissioners is arranging to have some construction work done in the near future, to engage the unemployed. A number of families were reported in straightened circumstances. Christmas trade was brisk, being up to the average of other years, starting earlier than usual. Market prices were in many respects high; turkeys were 16c. to 20c. per lb.; eggs 40c. per dozen; butter, 28c.-30c. per lb., and potatoes 60c. per bushel.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—None of the factories were busy, and several were slack with working forces reduced.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons found work dull, though during the first part of the month there was considerable work. Carpenters, joiners, lathers and plasterers were busy. Painters were quiet. Gas and steam fitters and plumbers were busy.

Metal, engineering and shipbuilding.—There were a number of moulders and coremakers unemployed. Machinists, electrical workers, linemen, metal polishers and stove mounters were active. Blacksmiths in some shops were active; in others trade was dull. Boiler-makers and sheet metal workers were very busy. Horseshoers were busy.

Woodworking and furnishing.—The carriage and wagon making trades were quiet. Pattern makers and coopers were fairly busy.

Printing.—The allied trades were busy. Jobbing work was especially brisk.

Clothing.—Journeymen tailors were very busy, some working extra time.

Food and tobacco preparation.—Bakers, confectioners and butchers were very busy. Cigar makers and tobacco workers were active.

Leather.—Leather workers and saddlers were fairly busy.

Miscellaneous.—Barbers had an average month. Clerks and delivery employees were very busy. Hotel and restaurant employees and laundry workers were busy.

Transport.—Railroad trackmen and freight handlers, street railway employees, and all engaged in transportation had a steady month; none being very busy.

Unskilled labour.—There was a number unemployed, more than during the same period last year.

DISTRICT NOTES.

Paris.—The fabric mills are very busy, and there is a demand for capable operatives. There are not many unemployed in town.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in December was unsettled. Compared with a year ago, there was a considerable amount of lost time and a feeling of uncertainty regarding wages and the steadiness of employment. Compared with November, conditions were about the same. Outdoor work was practically at a standstill. Factories in lines in which goods were sold on liens or long time payments were working short time and with reduced staffs. Other factories were in about the usual condition at this season of the year. A number closed down over Christmas until the first Monday in the new year. Retail trade, during the Winter Fair and Christmas season, was generally reported as good, the only noticeable exception being in sales of fur garments. There has been a tendency on the part of some firms to reduce wages, but the only general decrease was one of 5% to piano and organ workers.

CONDITION OF PARTICULAR TRADES.

Building.—The trades were very dull in December, the only work done being a small amount of interior work.

Metal.—Iron moulders and machinists had a quiet month. Some shops were working full time, or nearly so, but trade generally was contracted.

Woodworking.—Woodworkers had a dull month, as did piano and organ workers, upholsterers and carriage workers.

Printing.—Printers were busy at the first of the month and quiet over the holidays.

Clothing.—Journeymen tailors and ladies' garment workers had an active month.

Food and tobacco preparation.—Bakers and confectioners and cigarmakers were active.

Miscellaneous.—Barbers, clerks and delivery employees had a busy month, owing to the Winter Fair and holiday season.

Unskilled labour.—Unskilled labour was not in demand, and the considerable number of men working short time and out of work were more than sufficient for the extra odd jobs usual in December.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during December was on the whole quiet compared with the previous month and the corresponding month of 1906. The building season closed, and many of the industries were not working full time, some closing on the 18th and 20th and not having started again, though some are expected to commence operations on the 8th of January. In previous years, this was a busy month for the furniture trade. The walls of the new go-cart factory are completed. Outside work on the St. Jerome College is completed. The building will cost about $65,000. The Berlin Rubber Company is remodelling its factory with a view to manufacturing felt, and intends commencing operations in January. The Berlin Interior Hardwood Company was very busy. Some of the industries are working eight hours a day, though ten hours constitute a day's work. The employees of the H. Krug Furniture Company, the Berlin Furniture Company and the Anthaes Furniture Company have had their wages cut 10 per cent, and some of the latter firm's employees 15 per cent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy hauling hay and wood.

Lumbering.—This industry was very quiet.

Manufacturing.—With a few exceptions, all industries have had a somewhat quiet month.

CONDITION OF PARTICULAR TRADES.

Building. — Quiet conditions prevailed.

Metal, engineering and shipbuilding.—All were well emlpoyed.

Woodworking and furniture trade.—Seventy per cent of the woodworkers, upholsterers, varnishers and polishers are out of employment. Carriage and wagon makers were well employed.

Printing.—Printers, pressmen and bookbinders reported a busy month.

Clothing. — Journeymen tailors were busy, and garment workers, glove makers, boot and shoe workers active.

Food and tobacco preparations.—Cigar makers reported a busy month.

Leather.—Trunk and bag makers, tanners and curriers were quiet.

Miscellaneous.—Barbers, broom-makers, clerks, delivery employees and laundry workers were busy.

Transport.—Street railway employees and cabmen were busy.

Unskilled.—There was a large number out of employment.

DISTRICT NOTES.

Elmira.—All classes of labour were well employed. The Elmira Furniture Company, the Operative Furniture Company and the Elmira Felt Works Company have been working overtime, and reported that they were very busy.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during December was very quiet compared with conditions a year ago. While it is a usual thing at this time of the year for factories to close down for stock-taking or to overhaul plants, the lay offs this season are for indefinite periods in many instances. Reed organ makers and those employed in the manufacture of church organs were the most steadily employed. Holiday traffic in the railways seemed to show no falling off, and the transportation companies were busy. Special interest has been taken by the citizens of Woodstock and Ingersoll in the Niagara power question. By-laws will be submitted in each place at the time of the civic elections for 1908. Woodstock will

elect its first Board of Education at the same time, while Ingersoll will take a plebescite of the ratepayers to ascertain the will of the people regarding the discontinuance or not of manual training and domestic science departments in the educational curriculum.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were generally quiet. Bricklayers and masons were unable to do anything on account of the cold weather. Work on the new Y. M. C. A., building was totally suspended for about three weeks, but was resumed again towards the end of the month. Heating and plumbing systems were installed in the new Woodstock hotel.

Metal.—Stove moulders had about half a month, while machinists, though few in numbers, were steadily employed Stove mounters were laid off most of the month.

Woodworking and furnishing.—Varnishers, upholsterers, carvers, carriage and wagon makers, piano makers and like trades were quiet.

Printing.—Printers and pressmen had a quieter month than a year ago.

Food and tobacco.—Bakers and confectioners were extremely busy, overtime being required in the biscuit and chocolate departments. Butchers and meat-cutters were fairly busy. Cigar makers were steadily employed. The new Jones Bros., cigar factory was completed and occupied during the early part of the month.

Leather.—Tanners and curriers were steadily employed.

Miscellaneous. — Delivery employees had their busy season during the Christmas week. Laundry workers were about as usual.

Unskilled labour.—was plentiful.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was quiet compared with last month, and a number of men were out of employment. One hundred and fifty employees of the Grand Trunk shops were laid off the first of the month, the reduction, as in the previous month, involving every department of the works. The staff in the summer was between 1,000 and 1,100 strong. The reductions have brought it down to between 700 and 800, this being the same as in average years at this time. Fifty hours a week are worked. The building trades were quiet owing to the weather. Contracts were let for a few buildings, one to cost $15,000. Wholesale and retail merchants reported trade good. The customs receipts for month ending November 30, 1907, were $48,611.18 as compared with $9,864.52 for the corresponding month last year. No change in wages and no trouble in the labour market were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prices for produce during the month were as follows:—

Butter 28 to 30 cts. a lb.
Eggs, 28 to 30 cts. a doz.
Geese from 80 cts. to $1.00, each.
Ducks from 40 to 50 cts. each.
Turkey, 13 to 15 cts. per lb.
Potatoes, $1.00 a bag.
Apples. 80 cts. to $1.00 a bag.
Live hogs, $5.35 per cwt.
Hay, $14 to $15 per ton.
Barley, from 50 to 60 cts. per bushel.
Oats, 44 cts. per bushel.

Manufacturing.—Nearly all industrial establishments had a quiet month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and builders' labourers were out of work. Plumbers were fairly busy.

Metal.—Conditions were quiet in the different branches, though blacksmiths and horseshoers were busy.

Woodworking. — Woodworkers were very dull. Coopers reported trade active.

Printing.—Printers were well employed.

Clothing.—Journeymen tailors reported trade fairly good. Garment workers were dull.

Food and tobacco.—Bakers and con-

fectioners, butchers and meat cutters were active. Cigar makers had a good month.

Leather.—Harness makers and leather workers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, furriers, hotel and laundry workers were active.

Transport.—Railway trackmen and freight handlers were busy. Teamsters cab drivers and expressmen were active.

Unskilled labour.—This class was very dull, a number being idle.

DISTRICT NOTES.

St. Marys.—A by-law was carried authorizing a loan of $6,000 to Mr. S. J. Doolittle of Preston, to start a woodworking factory.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A marked depression in the labour market occurred this month, especially in the building trades, which were almost at a standstill. A large number of foreigners have left for their homes. As an indication of the number of unemployed, the military school here, which for the past five years has only had about 75 men, has now recruited up to 288, and more were coming in every day. On December 2nd, the London Bolt and Hinge Works reduced the piece hands 15% and the day hands 10%; on December 19th, they closed down until the new year. The Toasted Corn Food factory closed the last week in November, and has not yet opened again. On December 2nd, the G. T. R., reduced the hours in its car shops from 55 to 49½ per week. The Wilcox Manufacturing Company, manufacturers of hardware, went into liquidation early in the month, and the courts have ordered the company wound up, throwing about 40 hands out of work. The Green-Swift Wholesale Clothing Company of this city has closed its St. Thomas branch, and will move some of the hands here. The Helena Costume Co., which employs girls at sewing and sewing machine work, claim difficulty in getting hands of this kind, but the factories not employing skilled girls can get more than they want, a large number being laid off in some instances. The sum of $94,925 was spent this year by the city for local improvements.

The city fire brigade was granted increases to take effect January 1st, as follows:—

	Old Scale Per Year.	New Scale Per Year.
Chief	$1,400.00	$1,500.00
Asst. Chief	950.00	1,000.00
Foremen & Truck Foreman (4)	750.00	866.00
Asst. Foremen (5)	675.00	791.00
1st Engineer	745.00	795.00
2nd Engineer	675.00	791.00
Firemen (17)	650.00	766.00

Forty per cent more local freight was handled by the railroads than last year. The G. T. R. Co., has completed the addition to the car shops and is placing the machinery in position; it has also completed its new coal chutes, 550 feet long, and with a capacity of 300 tons.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, carpenters, lathers, plasterers, painters, stone cutters and builders' labourers, with a very few exceptions, were idle somewhat earlier this year than usual. Plasterers were fairly well employed.

Metal.—Moulders were slack. Iron workers had three weeks' holidays. Metal polishers and stove mounters reported trade fair. Blacksmiths were slack.

Woodworking and furnishing.—Carriage and wagon workers were slacker than for a number of years. Car-builders reported considerable repair work. Coopers had some work ahead.

Printing.—Printers and pressmen have not suffered the depression of the other trades, and business was good. In the job branch, a lot of overtime was put in. Lithographers reported trade good.

Clothing.—Garment workers were

fairly well employed. Boot and shoe workers were busy.

Food and tobacco preparation.—The biscuit factories have been busy, but are laying off hands now. Cigarmakers were fairly busy, but shut down in most instances for two weeks, for stock-taking.

Transport.—Railroad train crews reported business good, owing to the Christmas trade. Teamsters were slack, some getting the first lay-off in five years.

Unskilled labour.—There were hundreds in the city out of employment.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been less activity in the building trades during December than in the preceding month, due to weather conditions. Mechanics were employed on inside work. The amount of work done was satisfactory.

A considerable reduction was made in the Michigan Central and Pere Marquette locomotive shops. This lay-off was not attributable to lack of work, but was the result of an order received from headquarters to have retrenchments made in the working forces. It is altogether likely that the forces will soon be brought up to the standard, and mechanics who are now out of work on that account will be given employment. In making the reduction, married men were given a preference over single men.

Notwithstanding the general surplus of labour throughout Ontario, St. Thomas has not felt the effect of an over-stocked labour market. Mechanics and labourers in this city have been very well employed considering the season of the year. There are always more or less reductions made during December, and those made in this city were not unusual. While the number of idle men is considerable, it cannot be said that we are experiencing hard times.

In the traffic department on the railroads, business has been good. Freight traffic on the various railroads entering this city has been heavy, and trainmen are in many instances three and four days ahead of the month.

The Christmas trade was reported as active as in the past two or three years. There was plenty of money in circulation and no indication of a stringency. Produce was sold at a reasonable price, turkeys being quoted from ten to twelve cents per lb.

The local factories handling logs are being fairly well stocked, the good sleighing facilitating the same.

The newly constructed South Western Traction line from London to Pt. Stanley has been doing a good business since the line was opened up.

There has not been sufficient cold weather to enable ice-men to harvest their supply.

Relations between employers and employees have continued very cordial. There were no changes reported in rates of wages or hours of labour.

Living expenses are exceptionally high in this city. However, mechanics and railway employees are well paid, and this fact minimizes to a certain extent the high rate charged for staple articles and similar commodities.

The following prices are now in effect in this city: House rent, $8 to $15 per month; board, from $3.50 to $5.00 per week; coal, per ton $7.50; wood, $3 to $6 per cord; butter, dairy, 30 cents; creamery, 34 cents; eggs, 30 cents per dozen; potatoes, $1 per bag; meat, 12½ to 18 cents per pound; bread, 5 cents per 1¼ lb. loaf; apples, 90 cents per bag; flour, $3 per hundred; lard, $2.90 per 20 lb. pail; tea, 25 cents to 60 cents; beans, 5 cents per lb.; turnips, 12 cents per peck and milk, 6 cents per quart.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was considerable activity among farmers, the markets being well attended.

Manufacturing. — Manufacturing, on the whole, was satisfactory. The Thomas Bros., Still's, Heard's and other factories, also the Canadian car wheel foundry, reported the month a favourable one.

CONDITION OF PARTICULAR TRADES.

Building.—The allied trades were quiet.

Metal.—The metal and engineering trades had fair employment.

Woodworking and furnishing.—Woodworkers, upholsterers and wagon-makers reported a quiet month.

Printing and allied. — Printers and pressmen had satisfactory employment.

Clothing. — Journeymen tailors were very busy.

Transport.—Traffic was heavy on the railroads.

Unskilled labour.—The supply was not equal to the demand.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general decline in all branches of the building trades during the first part of the month has resulted in a large number of labourers and mechanics being thrown out of employment. Labourers who have been in the country during the harvesting of the sugar beets are returning, and are swelling the ranks of the unemployed. The City Council is endeavouring to relieve the stress by constructing a number of sewers, which would otherwise not have been done until spring. Manufacturing is still slack. With one or two exceptions, the factories are running on short time. In one instance only has a cut in wages been recorded Merchants reported trade generally not up to 1906, although Christmas week was brisk. and the month passed with only one assignment.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have enjoyed the finest of weather, and have been able to complete their fall work. Sugar beets have been harvested in good condition, and the crop has been very good.

Railroad construction.—The Chatham, Wallaceburg & Lake Erie Electric Railway Company has discontinued track laying for the winter, and has laid off a number of hands.

CONDITION OF PARTICULAR TRADES.

Building.—All contracts have been completed. Plasterers have a few contracts still unfinished; otherwise, there is nothing new in sight. Plumbers and gasfitters were busy, but builders' labourers were idle.

Metal.—Machinists in most cases were on short time. Electrical workers had steady work.

Woodworking. — Carriage and wagon-makers were slack.

Printing and allied.—Printers and pressmen have been fairly busy up to the 25th. Bookbinders reported work a little slack.

Clothing.—Journeymen tailors were somewhat quiet.

Food and tobacco preparation.—Bakers and confectioners reported trade very good during the month, especially the latter part.

Unskilled labour.—The supply far exceeded the demand.

DISTRICT NOTES.

The Wallaceburg Sugar Beet Co., has had a very successful year. The total amount put through the transforming process was 42,000 tons.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of trade and labour has been unsettled during the past month. Local trade has been very good, but business depending on outside markets has been quiet. The Penberthy Injector Co., has closed down for six weeks throwing 45 hands out of employment. The Tinned Goods Co., has laid off 20 hands, and has reduced the rest to 8 hours a day for two months. There are

a number of idle men in the city at present owing to the fact that there are so many out of work in Detroit, where some large manufacturers have closed down. Apart from that, there are few idle men in the city. The wholesale and retail merchants reported a better Christmas trade than a year ago, but collections are not so good.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—For the first time in some years, the Sandwich fish hatchery is stocked to its capacity. The jars contain 110,000,000 fry of whitefish; in addition, between 30,000,000 and 40,000,000 were shipped to the hatchery at Selkirk, Man. With the exception of about 12,000,000 fry secured in Lake Ontario, the hatchery was stocked from the Detroit river.

Manufacturing.—Nearly all branches were quiet.

Railroad construction.—The Michigan Central Railroad Co., is building a new yard at the tunnel approach, and giving employment to about 200 men.

CONDITION OF PARTICULAR TRADES.

Building.—There was little activity as most of the jobs are completed, and there are no new ones starting.

Metal.—Iron moulders, iron workers and helpers, machinists and engineers were not very busy. Brass workers and stove mounters were quiet. Blacksmiths and horseshoers were very busy.

Woodworking.—Quietness prevailed.

Printing.—Printers reported all men working.

Clothing.—Journeymen tailors and garment workers were busy.

Food and tobacco preparation.—Bakers, butchers and tobacco workers were all working.

Leather.—Leather workers were busy on repair work.

Miscellaneous.—Barbers reported trade fair. Clerks, delivery employees, hotel and laundry workers were all fully employed.

Transport.—Owing to the closing of navigation, freight handlers had very little to do. Teamsters and expressmen were not very busy.

Unskilled labour.—There was no demand.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of labour during December was greater than the demand in most lines, though the Christmas trade caused temporary activity. Merchants reported a fair month. Buying was rather slow, an unusual circumstance this season. Very little snow fell during the month, and the continued mild weather prevented sleighing. This had a tendency to make trade quiet. Normal conditions prevailed in all local industries and trades.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December has been a critical month in so far as unskilled labour is concerned. The unusually fine weather which lasted well on to the middle of December had the effect of keeping men employed outdoors much longer than is customary. This had the result of delaying the general change from summer to winter employment some weeks. Usually in October there is a large migration of labour into the city of Winnipeg. The men come in from the railroad construction camps and the farms. This movement did not set in this year until the latter part of November, and reached its most active period during the first days of December. Usually, the men have no trouble in re-engaging themselves at occupations that can be carried on in winter, but this year there was very little demand for men.

Contractors usually make up large gangs for logging, tie-cutting and wood-cutting, out of those who come in from the farms and the railroad grades at the close of the fall weather. This year they did not appear to be in evidence to the same extent as usual. The consequence is that in the early weeks of December there were many men out of work and reduced to want. This condition had a depressing effect upon rates of wages. In camps where most of the men are employed during the winter months wages are ten dollars per month lower than at the corresponding period of last year. Then, $2.25 per day, equivalent to $40.00 per month and board, the standard price of the latter being $4.50 per week, was common rate. At the present time, the highest wages being paid to men in the woods is $30 per month. Only experienced men are able to get this, and inexperienced men are offered $20. Expert men are in a few cases obtaining $35.00 per month.

Railroad building upon so large a scale as has taken place during the past year has created a great demand for ties. For this particular class of work, the demand for experienced men is good. But men with experience are hard to get. There are as many good men as formerly, but more ties are now being taken out than ever before, and in consequence the number of men required for the work is much larger. New men have to be trained to the work, and these are being employed. The imperative need of ties has made it essential for the railroad companies to provide the money necessary to start contractors to work. This is a fortunate circumstance at this particular juncture inasmuch as many of the contractors usually employing large numbers of men cutting firewood have not been able to start operations this year on account of the money stringency. There was some improvement towards the end of December. The same cause has had something to do with the scarcity of employment in the regular lumber camps.

It is extremely difficult to arrive at any satisfactory estimate as to the numbers of men that will be affected by the reduction in the rates of wages that has taken place. Some of the employment agents set the figure at 10,000. This is perhaps as near the mark as possible, and the estimate is based upon a general knowledge of the various camps and the usual number of men employed in them.

In almost every line of business there has been a steady reduction of staffs during December, and for the Christmas holidays, and the men in several of the large foundries have been laid off for about two weeks.

Retail trade was active before Christmas, but did not exceed in volume that of the previous year. Jobbers all say that trade was quiet.

In the early part of December, it was feared that measures would have to be taken to relieve distress. A meeting of representatives of the various existing charitable organizations took place, and it was decided that an organization be formed to assist existing organizations in preventing over-lapping, and in arresting professional mendicants. For this purpose, an officer will be appointed, to whom all suppliants for charity will be referred. This officer will have power to investigate and ascertain full particulars concerning those in receipt of aid. When he finds that genuine distress exists, he will call a meeting of the executive body of the Charity Organization Society (the name proposed for the new body), and they will act either in conjunction with existing societies or the public authorities.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Lumbering has been interfered with by monetary conditions, and stocks are large. During the year 1907, the amount of building, both in towns and in rural districts, did not reach the volume anticipated. The action of the banks in not extending and increasing lines of credit also made collections bad. This condition has very naturally resulted in the limitation of lumbering operations throughout the Provinces of Alberta, Saskatchewan and Manitoba.

Immediately around Winnipeg there has been a steady demand for firewood. Last winter stocks were pretty well ex-

hausted and prices went up. The piece prices paid for cutting wood went up also. About two years ago, and previous to that time, the average price paid to wood-cutters was from 75 to 90 cents per cord. As the demand for wood became acute, and labour was not equal to the supply, the price went up to $1.25 per cord. Beginning with December, the price being paid is in no case higher than $1.00. At the same time, the price for wood has materially dropped. Tamarac, which last January sold as high as $10 per cord, delivered in Winnipeg at the consumer's door, is now being laid down for $7.50. Poplar has come down likewise from $6.50 to $5.50. These changes are of very material importance to Winnipeg, inasmuch as most of the working people use wood for fuel. Milder weather has had the effect of decreasing the demand, and a better supply has been forthcoming as a result of improved transportation facilities.

Railroad construction.—In railroad construction work, more men are employed than in any previous year at this season, but the supply of men is larger. When asked as to whether all the men at present seeking employment would be able to procure it, one well-informed and reliable employment agent said that he did not think so. The contractors wanted good men, and they were discriminating in favour of those that showed aptitude for the work. They have issued instructions to their agents, now that the supply of men is equal to the demand, to select only men that are likely to adapt themselves willingly to camp life and the work incident thereto. Many of the immigrant class cannot do this, and keenly dislike the rough life of the camp, whether in the woods or on the railroads.

CONDITION OF PARTICULAR TRADES.

Building.—The amount of building for the year has been very much below that anticipated, and except the interior finishing of a few large buildings, nothing is being done. It is not anticipated that the volume of building will be any larger during the coming year than it was in 1907.

Metal, engineering and shipbuilding.—All the foundries are reducing their staffs, and the prospects of an early revival of business are not very bright. Those shops doing railroad work are keeping most of their men at work, but the orders ahead are not large, and it is probable that more reductions in staffs will be made early in the spring. The Canadian Pacific Railway shops are working shorter hours; this affects nearly 2,000 men.

Woodworking and furnishing.—In these trades there has been little activity. Business has been seriously affected by the decline in the volume of building.

Printing.—The allied trades were quiet, some of the large printing establishments working on short time. The only demand for labour is in the case of good operators of linotype machines. Several of these are wanted at the various printing offices in Winnipeg.

Clothing.—There has been a decline in the volume of business. There is no demand for workpeople, and many are seeking work.

Food and tobacco preparation.—Food and tobacco preparation industries are in a normal condition. There is seldom any marked variation in these trades in Winnipeg.

Leather.—Leather workers were kept at work steadily, with trade good.

Unskilled labour.—The surplus of labour seeking any kind of employment indoors and in the city has been aggravated during the last few weeks by the large influx from the country. Amongst this class there is some distress, which is being taken care of. A wood yard was opened by the city, and those in need were given employment at cutting wood sufficient to provide for them. This test has had the effect of getting rid of a large per centage of the so-called unemployed.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Business conditions during December were somewhat quiet, and a number of

workmen were out of employment. The building trade was inactive, excepting for a few men employed on inside work. Railway companies were sufficiently active to give employment to permanent staffs, but there was no demand for extra help. Work on the inside fitting of the Canadian Pacific Railway Company's new machine shops was progressing slowly. The erection of the Brandon Winter Fair buildings was nearing completion. Wholesale and retail trade was brisk. Postal delivery has been instituted in Brandon. The carmen's demand for an increase of wages, etc., has been submitted to a board of arbitration.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—According to an official statement, the crop shipments of 1907, as compared with those of 1906, are as follows:—

		1907.	1906.
Wheat	bushels	20,193,000	25,193,000
Oats	"	2,040,000	2,240,000
Barley	"	578,000	378,000
Flax	"	317,000	217,000

Manufacturing. — The Wheat City Flour Mills Company shipped a carload of flour to Bergen, Norway, during December.

Railroad construction and employment.—The Canadian Northern Railway Company's branch line from Brandon to Regina has been finished, but the official opening will not take place until spring. The Canadian Pacific Railway Company has completed the Brandon and Saskatchewan branch line. The opening of this line will be the means of starting a large amount of wheat to move.

CONDITION OF PARTICULAR TRADES.

Building.—The building trade was inactive, only a few workmen being employed on inside work. Plumbers and steamfitters were active.

Metal, engineering and shipbuilding.—Machinists, horseshoers, steam engineers, electrical workers, blacksmiths and jewellers were actively employed, also linemen.

Woodworking and furnishing.—Woodworkers, upholsterers and varnishers were somewhat slack.

Printing.—The allied trades were fairly well employed.

Clothing.—Tailors and garment workers were actively employed. Boot and shoe workers found employment active.

Food and tobacco preparation.—Butchers, bakers and meat-cutters, etc., were well employed.

Miscellaneous.—Barbers, hotel and restaurant employees, and laundry workers found employment active, and clerks, delivery employees, etc., were busy.

Transport.—Traffic, as usual at this time of the year, was heavy.

Unskilled.—The market was well supplied, although considerable work was done on water pipes for the Canadian Pacific Railway Company at its round house, and on new mains on the streets.

DISTRICT NOTES.

Prince Albert.—The new water and sewer system has been placed in operation. It includes a high pressure service, which is being extended, and cost about $275,000. A company has been formed to establish a daily newspaper; it is capitalized at fifty thousand dollars.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during December was very quiet. Building operations were practically at a standstill. The stonecutters' union has disbanded till next spring, as there are not enough stonecutters left in the city to carry on the work of the union. The laying of steel on the new line of the Canadian Northern Railway from Brandon to Regina was completed on December 12th. Last spring, Mr. D. D. Mann, Vice-President of the Canadian Northern Railway, stated that wheat would be hauled over the new line this fall; this prediction has already been fulfilled, many farmers having shipped wheat over it during the past month. The

completion of the line will mean much to Regina and to the province as a whole. It will bring effective competition with the Canadian Pacific Railway. When the new line to the east is in operation, the people of the province will have an opportunity of judging definitely what railway competition means. It will give, at least, an alternative route to Brandon, Winnipeg and Port Arthur. It will also join the Regina-Prince Albert branch at this point, completing the circle of railway which the C. N. R. Co., has been building around the Province of Saskatchewan. It is not likely that the new line will be in shape for passenger traffic until next spring, but a through passenger service from Port Arthur and Winnipeg to Edmonton, via Regina, will probably be installed some time next summer, as well as a similar service to Prince Albert. It is not expected that the Canadian Northern line from Winnipeg will make much difference in freight rates, as the distance is practically the same as that over the main line of the Canadian Pacific, but two roads will probably give a better service than one.

The local unions are drawing up new schedules for wages and hours, which are to be submitted to the Builders' Exchange early next year. This is the result of a conference between the Trades Council and the Builders' Exchange which was held a few months ago, at which it was suggested that the whole of the trades unions in the city should prepare schedules, which, if accepted, would go into operation early in the year and stand good for twelve months.

The Electrical Workers' and the Painters' Unions have already handed in their schedules to the Trades Council for endorsation, and those from the other Unions are expected to be in the hands of the Secretary of the Trades Council before the end of the month.

There has been no change in rates of wages or hours of employment during the last three months, with the exception of the building trades, where the hours of employment have been shortened owing to lack of daylight.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were dull, very few men being employed. Masons, lathers and plasterers were very quiet. Painters, plumbers and builders' labourers were very quiet.

Metal.—Electrical workers were quiet. Sheet metal workers were dull.

Printing.—The general condition of the trade was quiet in comparison with last year; in spite of Christmas activity, several men have been laid off.

Food and tobacco preparation.—Cigar makers were dull.

Miscellaneous. — Barbers were only fairly active.

MOOSE JAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour during December was exceptionally quiet in comparison with conditions at any time during the past two years. During the latter part of the month, the Canadian Pacific Railway closed its erecting and building shops; this threw a number of men out of employment for a period of ten days. Traffic on the railway decreased during the latter part of the month, and engine and trainmen earned considerably less. The decrease in railway employment is principally owing to the fact that as a result of the exceptionally fine weather, locomotives were handling full tonnage trains, whereas last winter traffic was hindered by storms. In all other local industries, employers laid off a considerable number of employees. There was little or no demand for employees in the building trades, this class being the most seriously affected. With agriculturists also, there was very little employment. The money situation is being seriously felt in the community, especially by merchantile firms. There has been no lockouts or trade disputes in any of the trades or

occupations during the month. The railways have all their spare tracks filled with empty cars.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were dull, as farmers could not dispose of their produce to advantage.

Lumbering.—Dullness prevailed.

Manufacturing.—This industry was very dull.

Mining and railroad construction.—The mining industry was busy, but railroad construction and employment was dull.

CONDITION OF PARTICULAR TRADES.

Building. — Employment was very slack.

Metal.—Machinists and engineers were fairly busy until the end of the month Electrical workers reported work fair, but linemen were dull. Blacksmiths and jewellery workers were dull, but boilermakers and horseshoers were fairly busy.

Woodworking.—Car builders were dull.

Printing and allied. — Printers and pressmen and photo engravers were fairly busy.

Clothing.—Journeymen tailors, garment workers and boot and shoe workers were dull.

Food and tobacco preparation.—Bakers and confectioners, and butchers and meat-cutters were fairly busy, but cigar makers and tobacco workers were dull.

Miscellaneous.—Barbers were busy, and delivery employees active, but clerks and stenographers, hotel, restaurant and theatre employees were dull.

Transport.—Business was very good until the 20th of December, but since then it has completely fallen off, the men making considerably less mileage and freight handlers not being afforded much work.

For *unskilled labour* there has been little demand.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the month of December, a large number of men have been out of employment. Especially was this the case with men engaged in the building trades and with unskilled labour. The scarcity of money is regarded as the cause. The lumbering business is not employing as many men as in former years, as there has been a great falling off in the demand for lumber during the latter half of the year. The number of unemployed is in excess of any previous year, and double the number of unemployed in November. Bank clearings for the month show a slight falling off over the corresponding month of last year. There has been a heavy falling off reported by the transportation companies. Wholesalers have had a very favourable month, and retailers report a greater amount of business than during the corresponding month last year.

The report of the Light Committee for 1907 shows a profit of $20,000 for the year. The city, after installing the plant two years ago, made a reduction of 20% on the cost of lighting at that time; it is expected that a further reduction will be made in the near future.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The lumbering industry was lighter than for a number of years.

Manufacturing.—During the money stringency, manufacturing has kept up remarkably well. It is estimated that the products of the Raymond sugar factory for the year will be five million pounds.

Mining.—The coal mines throughout the province were working full time and keeping a stock of coal on hand, and it is expected that there will be plenty of coal during the winter.

CONDITION OF PARTICULAR TRADES.

Building.—Quiet conditions prevailed with bricklayers, stonemasons, carpen-

ters and joiners, lathers and plasterers painters, decorators and paperhangers. Plumbers, gas and steamfitters had active employment. Conditions were dull with builders' labourers.

Metal, engineering and shipbuilding.—Conditions were quiet except with jewellers, who were more or less actively employed.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers, and car builders were quiet.

Printing.—Printers, pressmen, electrotypers, bookbinders, steel and copperplate engravers, and photo-engravers were quiet.

Clothing. — Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Confectioners, butchers and meat-cutters were busy, and cigar makers active.

Leather.—Workers in the leather trades were somewhat quiet.

Miscellaneous.—Barbers were active, and clerks, stenographers and delivery employees busy. Hotel, restaurant and theatre employees were also active, and so were laundry workers.

Transport.—Railway train crews were somewhat dull, trackmen and freight-handlers quiet. Cabmen, hackmen and carters, draymen, teamsters and expressmen were active.

Unskilled.—Conditions of employment were very dull.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinney, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was not employed to as great an extent this month as last. Compared with December a year ago, fewer men found employment, and there are at present more idle men in the city than at any time before. This is due to the usual cessation of work at this season of the year, and also to an influx of men from the railway camps near Saskatoon. The industries employing the largest number of men in the district during the winter months are the coal mines and the lumbering companies. Twenty-six coal mines are now in operation in the Edmonton district, giving employment to five hundred men. About twenty-seven hundred tons per day are turned out; this amount could be doubled on thirty days' notice. The present retail price is $3.50 per ton delivered. A number of men have gone into the woods for the different lumber companies operating in the north and west timber limits. In addition to lumber, a large number of ties will be taken out this winter, contracts having been let by the Grand Trunk Pacific for a large number to be delivered at this point for the railway construction between here and Saskatoon. Some 600,000 will be purchased in Alberta if possible. The officials of the G. T. P., here have been notified to prepare for the receiving of 100,000 from British Columbia. The John Walters Lumber Co., intends to bring down sleepers for three miles of the Strathcona Radial Tramway, so that construction work may start in the spring. Wholesale trade was fairly active. A number of large retail merchants of the city stated that the trade showed a marked increase over the closing months of 1906.

Building permits issued for November totalled $84,935, compared with $75,415 for November, 1906. The total permits issued for the year 1907, up to November 30th, was $2,239,755, as compared with $1,868,069 for 1906, Owing to the lack of available capital, a considerable portion of building for which permits were issued has been postponed.

CONDITION OF PARTICULAR TRADES.

A considerable falling off has taken place in the number of mechanics employed, compared with last month. Compared also with December a year ago, fewer men were employed. This will hold good for mechanics in all the trades, as there are at present more idle mechanics here than in December of any other year in our history. Owing to all trades working under agreements, wages remained about the same.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district during December was very dull, the supply of both skilled and unskilled labour exceeding the demand by about 1,200 men, owing to the depreciation in copper values and the decreased demand for lumber. On December 1, a reduced wage scale went into effect at the mines in the Rossland camp, and also at the Trail smelter, the employees accepting the reduction owing to decreased values in the metal market. The reduction amounts to about 50 cents per day for each man. It is estimated that about 1,300 men are affected by the reduction. The arbitration board, in the case of the employees of the St. Eugene mines at Moyie, and the Canadian Mining and Smelting Company, Limited, under the *Industrial Disputes Investigation Act,* 1907, has made its award, granting a sliding scale increasing or decreasing automatically according to the varying values of metal. The Canadian Bank of Commerce has moved into its new brick building.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The lumbering industry was much depressed, not over one quarter the number of men being employed in the woods as at this time last year. The larger part of those so employed are working on tie making for the Grand Trunk Pacific Railway.

Mining.—The different Crows' Nest Pass Coal Companies' collieries are enjoying prosperity. The Companys' payroll for the month of December amounted to $205,000.

DISTRICT NOTES.

Fernie.—A fourth bank has been established at Fernie, the Eastern Townships Bank having recently opened a branch there.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There have been many idle men in the city. This was caused by a couple of the sawmills ceasing operations, and others reducing the number of employees. Other industries also reduced the number of their staffs. This coming at a time when the weather is not suitable for outdoor work caused an oversupply of labour, which it is hoped will be absorbed in a couple of months, when the spring work opens up. There are a number of important works to be started early in the year. Chief among these is a new steel bridge to be built across the north arm of the Fraser river, connecting the city with Lulu Island, and replacing the present wooden structure. A new reservoir, to cost $25,000, will also be built Many other new buildings are contemplated, so that there is likely to be a good deal of employment, although no shortage of labour is expected in the coming year.

The Customs returns for the month of November show an increase over the corresponding month of last year of about 70 per cent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Good prices prevailed for all kinds of farm produce. Many of the farmers are taking advantage of the number of unemployed men and are having more of their land cleared up.

Fishing.—Operations on the Fraser river are practically at a standstill. Some few fish are being taken, for which good prices are obtained.

A statement of the extent of the salmon pack during the past season in this province has just been issued, which shows a large decrease from last year's figures. The decrease is 175,946 cases, or about 28%. The pack of white spring salmon and cohoes was slightly larger this year

than last, but in all other grades the decrease in 1907 was very large. This year's pack was about equal to that of the pack of 1905, when 473,674 cases were put up, against 453,511 this year. The following are the figures for the various districts: *Fraser River*, Sockeyes, 60,273; red springs, 2,479; white springs, 34; humpbacks, 24,561; cohoes, 38,879; total, 126,216. *Skeena River*: Sockeyes, 105,738; red springs, 7,509; white springs, 774; humpbacks, 18,324; cohoes, 14,001. total, 146,346. *Rivers Inlet*: Sockeyes, 87,305; red springs, 764; humpbacks, 700; cohoes, 3,626; total, 92,395. *Naas River*: Sockeyes, 17,437; red springs, 1,299; humpbacks, 5,882; chooes, 5,930; total, 30,548. *Outside*: Sockeyes, 40,342; red springs, 1,342; white springs, 2,200; humpbacks, 6,468; cohoes, 7,654; total, 58,006. By kinds, the returns is as follows:—

	1907.	1906.
Sockeyes	311,085	459,679
Red springs	13,393	31,621
White springs	3,008	1,083
Humpbacks	55,953	68,305
Cohoes	70,090	69,132
	453,511	629,460

Lumbering.—Indications point to a good spring and summer trade. One local mill company is spending about $1,000,000 in improvements to plant. Logs have taken a decided drop, and timber that brought $12.00 per thousand a couple of months ago can be purchased at the present time for $8.00.

CONDITION OF PARTICULAR TRADES.

Building and metal.—The various branches were quiet.

Woodworking.—Shingle weavers, woodworkers and carriage and wagon makers were dull. Car builders (electric) were active.

Printing and Clothing.—These trades were quiet.

Food and tobacco preparation.—Bakers and confectioners, butchers and meatcutters and cigar makers were active.

Leather.—Tanners and curriers were active.

Miscellaneous.—Barbers were active, but clerks and stenographers were dull, with laundry workers quiet.

Transport.—Steamboatmen and street railway employees were active.

Unskilled labour was dull.

VANCOUVER, B. C., AND DISTRICT

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There were more men out of work during the month than in the previous history of the city, there being fully 5,000 men idle. With the exception of a few employed on the construction of several large structures, such as the post office and court house, the building trade was practically at a standstill. The banks reported money very scarce. Steps have been taken to establish two new banks, viz., the Bank of Vancouver and the Bank of British Columbia. The City Council provided relief work and meal tickets to a large number of men. The volume of holiday trade did not come up to expectation, although it reached that of last year; but taking into consideration the great increases in population it may be stated that there was a falling off. The Assessment Commissioner estimates the population of the city at 70,000, as against 52,000 last year.

The price of flour held firm at $7 a barrel, though wheat fell $3 per ton. Bank clearings for the week ending December 26, 1907, amounted to $3,292,891, for the same week, 1906, to $3,358,020, and 1905, $1,823,207.

It was estimated that there were about 500 men unemployed in the parade held on December 9, which marched to the city hall to meet the council, asking for employment. A deputation addressed the members of the council, which provided the needy with relief work.

CONDITION OF PARTICULAR TRADES.

Building.—All branches reported trade very dull.

Metal, engineering and shipbuilding.—The various branches reported trade fair,

with the exception of the machinists and moulders, who reported that there was a large number of members out of work, and that prospects were poor.

Woodworking and furnishing.—Woodworkers reported trade dull, upholsterers fair, varnishers and polishers, a number out of work. Carriage and wagon makers, and car builders were fairly well employed, with prospects uncertain, several having been notified of a temporary lay off next month.

Printing.—Towards the end of the month, newspaper workmen were busy but a slackening off is looked for next month. The job offices were very quiet.

Clothing.—Tailors reported trade fair.

Miscellaneous.—Barbers reported a large number of members out of employment. Bartenders stated that there were about 80 men out of work; there are about 60 hotels in the city. Restaurant waiters were well employed, though there were a number out of employment; theatre employees were also well employed.

Transport. — Transportation employees, with the exception of teamsters, and expressmen, were well employed.

Unskilled.—It is estimated that there were fully 2.500 unskilled labourers out of work.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows;—

GENERAL CONDITION OF THE LABOUR MARKET.

Victoria, like all the other coast cities, is feeling the effect of the closing down of the logging camps and mines of the upper country and of the neighbouring states. It is estimated that there are at least three hundred unemployed men in the city, with little hope of finding work, as the industries have all the help they require. The effect, however, is not felt as severely as on the mainland. Business in general, both wholesale and retail, is first class, and will probably remain so until the end of the year, when it is expected there will be a slight decline. At present, money collections are easy. The bank clearings for November showed a gratifying increase over those for the corresponding month of last year, totalling $5,030,519, as compared with $4,024,506 in November, 1906., an increase of 25 per cent. During November a year ago, there were some heavy transfers in real estate, and the clearings then reflected this activity. For the eleven months of this year, the total clearings aggregated $50,969,346, compared with $41,083,375 for the corresponding eleven months a year ago.

A conference was held on November 27 between representatives of the Salvation Army and members of the Provincial Government relative to immigration to British Columbia. The steamship "Kensington," which has been chartered for the purpose, will bring during February, fifty families, 250 domestics servants and 150 young men who will be employed as farm labourers. Satisfactory arrangements were made with the local government in the matter of financial aid.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The prospectus of a company to be known as the Queen Charlotte Islands Fishing and Cold Storage Company was issued early in the month. The company is being organized with the intention of taking over the present station, oil and cannery plant, at Skidegate, enlarging this station and conducting a fishing and fertilizer business. Salmon, cod, halibut, herring, dogfish and clams will be fished for shipment, the offal being turned into fertilizer, and the oil obtained being treated and barrelled at the factory.

Whaling.—There is every reason to believe that the whaling operations in the inland waters of the Straits of Georgia will prove in every way as successful as those conducted at the stations of Sechart and Kyuoquot Sound. With regard to the new station at Page's Lagoon, it is expected that hunting will be possible all the winter, as the waters of the Straits of Georgia are seldom too rough for whaling.

Sealing.—The price of seal skins realized on the London market is reported

about the same as last year, viz., $22. This year's catch was only a little more than half of that of last year, being the lowest since the earliest years of pelagic sealing. Last year the catch totalled 10,370 skins. The catch taken during the past year gave employment on the fifteen sealing schooners to 379 men, of whom 177 were whites and 220 were Indians. The fifteen vessels had 52 boats and 105 canoes. There were 50 less men employed this season than last year, when 477, of whom 204 were whites and 243 were Indians, were engaged in the work on seventeen schooners. The catch of the past season in detail was:

	Skins.
B. C. coast	1,934
Copper Islands	448
Behring Sea	2,858
Taken by Indians	157
Total	5,397

Mining.—For the past five months, a Dominion Government expert has been investigating the iron deposits of Vancouver Island with a view to having it determined whether the ores are here in sufficient quantity to justify expectations of industrial development.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades are still brisk and the outlook is good for the coming new year. The erection of more buildings for next season, both business and residential, is promised than for any previous year. Some contractors say that much more building would be undertaken but for the excessively high price of lumber of all grades. Rough lumber costs $17 per 1,000 feet, and dressed lumber costs from $30 to $40 per 1,000 feet. This is considered high when it is remembered that logs only cost from $5 to $7 per 1,000 feet. The outside work in the building line has been retarded somewhat lately on account of the wet weather. Lathers, plasterers and indoor painters were all kept going. Plumbers were rather dull.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers found work in a normal condition, though there are plenty of men. Electrical workers find that the closing down of the mines and mills in the upper country has affected their business, and there has been a laying off of some of the men. Business locally is fair, but depends greatly on the amount of building. Linemen's work is normal, being principally on repairs. Stove mounters and stove moulders find that work still keeps brisk. Blacksmiths, boilermakers and iron shipbuilders have been kept well employed at the different works, but there are plenty of men on hand.

Woodworking and furnishing.—All the different branches of the woodworking trade were well employed. Some idle polishers were noted, but these were strangers who had come here in the hope of obtaining employment. Pattern-makers are generally kept working full time, but there are not many of this trade employed here.

Printing and allied.—Printers, both book and job, keep busy, and there are at present no idle printers in the city.

Clothing.—Journeymen tailors and garment workers find no scarcity of work, notwithstanding that there are a great many ready-made clothing houses all doing a good business.

Food and tobacco preparation.—Bakers and confectioners were in their busy season. Cigarmakers found trade in a healthy condition.

Miscellaneous.—Clerks and delivery employees find all the work they can do.

Unskilled labour.—Owing to the inclement weather, unskilled labourers have in some instances been idle.

N.B.—While trade is, in some branches above, reported in good condition, this does not mean that there is room for more workmen. The contrary is the case, as applications for employment have been numerous in all lines of business.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been much depressed during December, there being a

large number of men out of work, especially in the lumber camps and sawmills, with poor prospects of an early improvement. Business men reported a fair month, but the outlook is not favourable. There have been no definite changes in wages, but there is a downward tendency in rates among unskilled labourers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There has been no activity among farmers, except for a little ploughing.

Fishing.—Herring fishing was fully under way on a more extensive scale than last year. The whaling station near here is very busy, catching plenty of whales.

Lumbering.—There is hardly any work going on in the lumber camps. The local sawmill was idle the first part of the month, but has resumed work for a short time, but not to its full extent.

Mining.—The coal mining industry has shown a falling off, there having been some idle time during the month, with more men than are required waiting for work. There was very little activity in the quartz mines in this district.

CONDITION OF PARTICULAR TRADES.

Plumbers were active, but the other branches of the *building trades* were dull. The *metal and woodworking* trades were quiet, as were teamsters and expressmen. There was little employment for unskilled labour, and a number of men were in idleness.

THE INDUSTRIAL INVESTIGATION ACT 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF DECEMBER.

DURING the month of December, five applications were received at the Department of Labour for the establishment of Boards of Conciliation and Investigation, being as follows, viz.:—

1. An application on behalf of the employees of the McKinley-Darragh Mining Company, of Cobalt, Ont.

2. An application on behalf of the workers in fur employed by various firms in Montreal.

3. An application on behalf of enginemen, firemen and hostlers in the employment of the Canadian Northern Railway.

4. An application on behalf of the employees of the Thomas Davidson Manufacturing Company of Montreal, Que.

5. An application on behalf of the employees of the Eastern Townships Manufacturing Company, St. Hyacinthe, Que.

Of applications received prior to the beginning of December, proceedings in connection with which remained unfinished at the close of November, there were the following, namely: (1) the application on behalf of the employees of the Canada Mining and Smelting Company, of Moyie, B. C.; (2) the application on behalf of the employees of the Canada West Coal and Coke Company of Taber, Alta.; (3) the application on behalf of the employees of the Duggan-Huntrods Company of Taber, Alta.; (4) the application on behalf of the employees of the Domestic Coal Company of Taber, Alta.; (5) the application on behalf of the Strathcona Coal Company of Edmonton, Alta.; (6) the application on behalf of the Canadian Pacific Railway Company for the adjustment of differences with the carmen employed on its western lines; (7) the application on behalf of the employees of the Cumberland Railway and Coal Company, of Springhill, N. S.; (8) the application on behalf of the Grand Trunk Railway Company of Canada for the adjustment of differences with the railroad telegraphers employed on its lines.

Proceedings of Boards during December.

During the month of December, reports were received in the Department as follows, viz., with respect to three disputes at Taber, an agreement being signed in each case between the Company

and the employees concerned regarding all matters in dispute; with respect to the differences between the Canadian Pacific Railway Company and the carmen employed on its western lines, the report in this case also being unanimous; with respect to the differences between the Strathcona Coal Company of Edmonton, Alta., and its employees, an agreement on all points being effected until March 31, 1909; and with respect to the differences between the Canadian Consolidated Mining and Smelting Company of Moyie, B. C., and its employees at the St. Eugene mine, where also the report of the Board was unanimous.

The text of the various reports is printed below.

In the case of the Board established for the adjustment of the differences between the employees of the Cumberland Railway and Coal Company of Springhill, N. S., and the employing company, the Board was fully constituted during the month, His Honour Judge Murray of New Glasgow being chairman, but no report as to its proceedings had been received at the end of December.

In the case of the Board established for the adjustment of differences between the Grand Trunk Railway Company and its railroad telegraphers, the Board met in Montreal and Toronto at various dates during the month, and is understood to have formulated the general principles of an agreement, and to have referred the working out of the details to committees representing the respective parties. A formal report of the proceedings, however, had not reached the Department at the close of the month.

I.—DIFFERENCES AT THE ST. EUGENE MINE, MOYIE, B.C—UNANIMOUS REPORT OF BOARD.

THE Department received, on December 28th, the report of the Board of Conciliation and Investigation established for the adjustment of differences between the Canadian Consolidated Mining and Smelting Company of Moyie, B. C., and certain of its employees working in and around the St. Eugene mine, a silver-lead mine at Moyie. The application for the Board was received on September 11, the difference being stated as follows: "That the said Company and its employees are unable to arrive at an agreement regarding the wages to be paid for the different classes of labour in and around the above mentioned mine." The number of men concerned in the dispute was estimated at 350 to 400. The Board was established as follows, viz.: S. S. Taylor, K. C., Nelson, B. C., recommended by the employees; J. A. Harvey, Cranbrook, B. C., recommended by the employing company; and His Honour Judge Peter Wilson, Cranbrook, B. C., recommended by the foregoing members of the Board. Judge Wilson's appointment was dated September 23. The Board met first on October 7 at Moyie, B. C., remaining in session until October 9, and thereafter at various dates in October, November and December, the later sessions being held at Nelson, B. C.

The investigations of the Board showed the contention of the employees to be a demand for the same wages as those paid in the boundary district of British Columbia, while the Company maintained that not only should such an increase as would bring the wages to this scale not be granted, but that the then existing scale of wages at the St. Eugene was excessive. A considerable amount of evidence was therefore taken, ranging over a wide field, and relating to the cost of living now as compared with the cost of living in prior years since 1900, to increases of wages since 1900 in other lines of industry, and to the scales of wages paid in other mining camps in North America. Evidence was adduced showing the cost of living also in a great number of other mining camps, working under the same conditions, and also as to the scale of wages paid in each mining camp in British Columbia, in the Yukon and Alaska, and in various important mining camps of the United States.

Eventually, the Board formulated what its members believed to be a fair wage scale applicable to a number of districts in British Columbia as well as to the St. Eugene mine. The Board, however, took into account the fact that operating conditions were variable, and devised, therefore, three recommended schedules to be applicable respectively during normally favourable conditions, abnormally unfavourable conditions, and abnormally favourable conditions, the market price of silver and lead and of copper, as the case may be, to determine, as provided, which scale shall be applicable; the "abnormally unfavourable" scale—an average reduction from the then existing rate of 50 cents per day was recommended for adoption at the present time.

The findings of the Board under such circumstances are believed to be of special value to all concerned in the mining industries of Western Canada.

The conclusions of the Board were not formally accepted by the parties to the difference, but in a letter to the Department from the chairman of the Board it is stated that the executive of the Miners' Union at Moyie is quite satisfied with the findings, and the chairman of the Board adds: "I believe that the feelings of the Company will be the same."

Text of Report.

The text of the findings of the Board is as follows:—

In the Matter of the Industrial Disputes Investigation Act, 1907, and of a Dispute between

The Consolidated Mining and Smelting Company of Canada, Limited, (Employer)

and

Certain Employees of the said Company in and around the St. Eugene Mine, Moyie, B. C. (Employees.)

The Board of Conciliation and Investigation herein appointed beg to report as follows:—

On our appointment, we proceeded to Moyie on the earliest possible day that could be arranged, and held our first meeting on the 7th day of October. The sessions held on the 7th, 8th and 9th days of October were devoted to ascertaining the exact cause of dispute as between the parties, and our purpose then was to proceed as a Board of Conciliation in as far as we could to ascertain the real basis of the difficulties between the parties, and, if possible, to narrow down the issue for the purpose of any investigation that it might be necessary to hold. At the end of that period we had fully acquainted ourselves with all the facts in dispute, but at that time we found we could do no more as a Board of Conciliation, and were then ready to proceed with the investigation. The Company, however, had instructed counsel in the matter, who was fully prepared, and their officials were not in a position to proceed without his assistance unless they had an adjournment to more fully inform themselves as to the evidence to be adduced.

As the men objected to counsel appearing, we were compelled to grant that adjournment, and the matter then stood over until the 17th day of October, when we again met in Moyie, and attempted again as a Board of Conciliation to bring the parties together.

We sat for such purpose on the 17th and part of the 18th days of October, and on the afternoon of the 18th a proposition was prepared, and the men then agreed to hold a meeting that evening to discuss the proposition, and determine whether or not the proposition submitted by the Company should be accepted. On the following morning, the men reported that they could not consider any proposition for a reduction, and the Company refused to agree to the submission to the Board of the question as to three classes of labour in dispute, and we therefore had to proceed with the hearing as to the whole matter.

In our investigation as a Board of Conciliation, we found that the dispute arose from the desire by the men to have their wages increased to what is known as the Boundary scale. Prior to June 1st, the men had been working under what was known as the old Slocan scale fixed in 1900. On June 1st they had received a

very material increase, but did not receive the same rate of wages as was being then paid in the Boundary district. The men maintained that the rate of increase as given was not sufficient, that they should receive the same rate of wages as that paid in the Boundary district, and that the increase as given discriminated in regard to certain classes of labour. They based their demands for an increase on the fact that the cost of living had materially increased since the old scale was fixed, that the wages in other departments of industry had increased during the last ten years from 25 to 100 per cent.; that they were entitled to the same rate of wages as that paid in the Boundary country, where conditions are practically the same as at Moyie, and that more especially in the case of muckers in Rossland and the Boundary, the increase had been from 16 2-3 to 30 per cent., while in Moyie, the increase had only been 8 1-3 per cent. The Company met this issue, and maintained that not only should an increase not be granted, but that the present scale of wages was excessive under the conditions, and that the old Slocan scale, which prevailed prior to June 1st, should be restored.

On that dispute we then proceeded on the 19th and 20th days of October to take evidence at Moyie, and then dealt principally with the prices of commodities and the cost of living at the present time as compared with the period from 1900 to 1904. On the 20th, we adjourned until the 27th of October, when we again sat at Moyie and proceeded with taking further evidence on the cost of living, the wages paid other mining camps, and the conditions of labour at Moyie itself. That session lasted until the 30th day of October, and the evidence produced before us covered a very wide field on the cost of living now as compared with the cost of living in prior years since 1900, on the increase of wages since 1900 in other lines of industry, and on the scales of wages paid in other mining camps in North America. Evidence was adduced showing the cost of living in a great number of other mining camps working under the same conditions, and also as to the scale of wages paid in each mining camp in British Columbia, in the Yukon and Alaska, and in all the various important mining camps of the United States, including Michigan, Utah, Montana, Idaho, Colorado and California.

On the 20th day of October, our sittings at Moyie were adjourned to Nelson, to take further evidence from the Slocan and Boundary countries. The Boundary scale being that demanded by the men, and the Slocan scale being the old rate paid, it was deemed necessary to inquire into the conditions on which those scales were based. Owing to certain business engagements of one of the members of the Board, and owing to an affliction in the family of another member, the sitting at Nelson was delayed until the 29th day of November. The men then requestd a further adjournment, owing to the absence of Mr. Mills, who had been their leading representative in presenting their case to the Board. On the consent of all parties, that adjournment was granted, and while the Board desired to expedite matters, they did not feel that they could proceed in the face of the men's statement that to do so, in the absence of Mr. Mills, would prejudice their case. A further adjournment was then taken until the 19th day of December, when the Board again sat at Nelson and completed their work of taking evidence on the points which were referred to our session at Nelson.

Since we have undertaken the settlement of the particular dispute submitted to us, it has been made to appear by all parties to the dispute that we are expected to fix a scale of wages that would apply to practically all the mining districts of Kootenay and Yale, and to that end the miners adduced evidence from all parts of those districts; the Company followed the same course, and in addition, pressed upon us the fact that they were operating a large mine in the Boundary district, two large mines in Rossland, a smelter at Trail, in addition to the St. Eugene at Moyie, all of which would be affected by our findings. Recognizing this turn in the arbitration proceedings, and the evident benefit to all persons in such districts if some such broader disposition of the matter of wage scale was

included in our determinations, we have concluded that our first duty was to establish a fair wage scale, applicable to the districts named, including the particular mine interested, namely, the St. Eugene at Moyie. But we also deem it necessary, in view of existing abnormally unfavourable operating conditions, and the late abnormally favourable operating conditions that have prevailed, that we should provide a recommended scale to be acted upon under such normal conditions; hence we have determined that the scale named below as the "Recommended Fair Wage scale for normally favourable conditions" is the scale that all mines, including the one particularly affected by these proceedings, should pay under all normally favourable conditions. But as we find that present operating conditions are abnormally unfavourable, we recommend that the scale provided below and entitled "Recommended wage scale for abnormally unfavourable operating conditions" should be now adopted and continued whilst such conditions prevail, and should the industry, either as to lead, silver-lead, copper, copper-gold, and the like mines, again pass to abnormally favourable operating conditions, then any such class of the industry so abnormally favourably affected should at once adopt the scale provided below entitled "Recommended wage scale for abnormally favourable conditions."

We find that the present most pronounced conditions affecting the lead and silver-lead mines, entitling them to be considered as operating under abnormally unfavourable conditions, are:—

(*a*) The panic conditions of the metal market.

(*b*) The difficulties found in marketing the metal products.

(*c*) The loss sustained continuously of late by lead declining after the ore is received by the smelters, in which case the bounty (payable only on the value of the lead contained in the ore at the time of receipt by the smelter) does not relieve against the loss thus sustained.

(*d*) The abnormally low price of the silver contents of the ore.

We find also that the copper mines affected are operating at present under abnormally unfavourable conditions, for the following most pronounced reasons:—

(*a*) Because of conditions similar to those given above in respect of the lead and silver-lead mines.

(*b*) The present abnormally low price of copper.

We find also that abnormally favourable operating conditions in lead and silver-lead mines arise when silver is quoted for thirty days on the metal market at sixty-two cents and over, and lead is quoted for thirty days at nineteen pounds per long ton and over. And in copper or copper-gold mines and the like, as far as evidence has been adduced before us, we suggest that abnormally favourable conditions are experienced when copper is quoted on the metal market for thirty days at eighteen cents and over per pound.

We, therefore, while strongly recommending the adoption of the scale provided and entitled "Recommended wage scale for abnormally unfavourable conditions" until such conditions can be said to be normally favourable, have determined that the following scales are under the several conditions set out, right and proper, and should be foliowed as those conditions rise.

WAGE SCHEDULE.

Employment.	Recommended Fair Wage Scale for Normally Favourable conditions.	Recommended Wage Scale for Abnormally Unfavourable Operating Conditions.	Recommended Wage Scale for Abnormally Favourable Operating Conditions.
Shaftmen	4.25	4.00	4.50
Machinemen including machinemen in raises above 40 ft.	3.75	3.50	4.00
Hammersmen	3.65	3.40	3.90
Blasters	4.25	4.00	4.50
Powdermen	3.50	3.25	3.75
Timbermen	3.75	3.50	4.00
Timber Framers	3.75	3.50	4.00
Timbermen Helpers	3.25	3.00	3.50
Pumpmen	3.75	3.50	4.00
Pipemen, underground or on surface	3.50	3.25	3.75
Trackmen	3.75	3.50	4.00
Trackmen Helpers	3.50	3.25	3.75
Nippers	3.25	3.00	3.50
Muckers and Carmen	3.25	3.00	3.50
Car Loaders for Motor	3.50	3.25	3.75
Top Carmen	3.25	3.00	3.50
Common Labourers	3.00	2.75	3.25
Teamsters	3.25	3.00	3.50
Watchmen	3.00	3.00	3.25
Skip Tenders	3.75	3.50	4.00
Hoistmen for geared hoists, double and single drum	4.00	3.75	4.25
Licensed Engineers	4.25	4.00	4.50
Firemen	3.50	3.25	3.75
Motormen	3.50	3.25	3.75
Electrician in charge of generator	4.25	4.00	4.50
Electrician not in charge of generator	3.75	3.50	4.00
Machinists	4.25	4.00	4.50
Machinist's Helper	3.25	3.00	3.50
Blacksmiths and Tool Sharpeners	4.25	4.00	4.50
Blacksmith' Helpers	3.50	3.25	3.75
Bench Carpenters	4.25	4.00	4.50
Rough Carpenters	3.75	3.50	4.00
Carpenters' Helpers	3.25	3.00	3.50
Millmen, except Bullcooks	3.75	3.50	3.75
Bullcocks	3.25	3.00	3.50

In witness whereof we have hereunto set our hands at Nelson, B. C., this 21st day of December, A. D. 1907.

(Sgd.) P. E. WILSON.
J. A. HARVEY.
S. S. TAYLOR.
Board of Conciliation and Investigation.

II.—AGREEMENT EFFECTED BETWEEN THE CANADA WEST COAL AND COKE COMPANY AND ITS EMPLOYEES:

ON Dec. 26 the Department received the findings of the Board of Conciliation and Investigation established for the adjustment of the differences between the Canada West Coal and Coke Company and its employees. The findings were signed by all the members of the Board and were accepted by the parties to the dispute as a settlement of the differences referred for adjustment.

The Board consisted of the following gentlemen, viz: Mr. Frank H. Sherman, Taber, Alta., recommended by the employees; Mr. S. A. Jones, Taber, Alta., recommended by the employing company and the Honourable Mr. Justice Stuart,

named and appointed by the Minister, the foregoing members having been unable to agree on a general recommendation. The differences related to wages, hours and conditions of labour, a schedule setting forth the demands of the men being submitted. The demands included full recognition of the union, which was a local branch, No. 1,959 of the United Mine Workers of America, the check-off system, eight hours from bank to bank, a minimum daily wage of $3 to miners, weekly payment of wages etc. The number of men affected was estimated at 150, besides a number of persons using domestic coal on the prairies. The meetings of the Board were held on Dec. 5 and 6, and an agreement was signed on the evening of the second day.

Report of Board.

The text of the report of the Board and of the agreement effected is as follows, viz:—

In the Matter of the Industrial Disputes Investigation Act, 1907.

Between the Canada West Coal & Coke Company employers and their employees members of Local Union No. 1,959 of the United Mine Workers of America, employees.

Thursday, Dec. 5th, 1907.

Meeting of Board of Conciliation and Investigation constituted by order of Nov. 20, 1907.

Present Chas. A. Stuart, Chairman; Frank H. Sherman, S. A. Jones.

The members of the Board took the oath of office as prescribed by section 13 of the Act before S. J. Layton, J. P.

Mr. J. H. Taylor and Mr. V. S. Kidd appeared representing the employers.

Messrs. Galvin, Donnell, and Doodson appeared representing the employees.

Before hearing evidence a conference was held informally in order to endeavor to arrive at a basis of settlement. The Board assisted at this conference which, continued all day and until 7.30 p. m., including a personal inspection of the mine lasting three hours in the afternoon.

Friday, Dec. 6th.

The conference continued at 9.30 a.m., the Board still assisting. At 11.30 an agreement was practically arrived at and dictated to a stenographer, and five copies struck off. During the afternoon this was submitted to a committee of the men. The conference resumed at 7.30 p.m. and after some further discussion of details the agreement, of which a copy is hereto annexed, was signed on behalf of the parties.

(Sgd.) CHAS. A. STUART.
Chairman.
F. H. SHERMAN.
S. A. JONES.

Agreement.

It is hereby agreed between the Canada West Coal Company, Ltd., of the first part, and employees of the said Company, as represented by the United Mine Workers of America, District No. 18, of the second part:—

That the agreement existing prior to December 9th, 1907, respecting general provisions and scales of contract prices and wages, shall govern the parties hereto for the period commencing December 9th, 1907, and ending March 31st, 1909, in so far as the same may not be modified or affected by the provisions of this agreement; it being understood and agreed that the parties hereto will meet in conference sixty days prior to the expiration of this agreement to discuss a renewal thereof.

This agreement covers the mines and outside plant operated by the said Company, and all persons accepting employment at these mines agree to be governed by the following rules and regulations:

SETTLEMENT OF LOCAL AND GENERAL DISPUTES.

(*a*) In case any disputes or grievances arise under this agreement or any local agreement made in connection therewith, whether the dispute or grievance is claimed to have arisen by the Company or any person or persons employed, or by the men as a whole, then the parties

shall endeavour to settle the matter as hereinafter provided. But before any grievances shall be submitted to the Pit Committee, the person or persons affected shall endeavor, by personal application to the Pit Boss, to settle the matter, and in the event of them agreeing, their decision shall be final.

(*b*) In case of any local dispute arising in any mine, and failure to agree between the Pit Boss and any employee, the Pit Committee and Mine Superintendent shall endeavour to settle the matter, and if they agree, their decision shall be final.

(*c*) In the event of the failure of the Pit Committee and the Mine Superintendent to settle any dispute so referred to them, as well as in the event of any other dispute arising, the matter in dispute shall be referred to the General Superintendent or General Manager of the Company and the Officers of District No. 18, U. M. W. of A., for settlement, and if they agree their decision shall be final. Should they fail to agree, it shall be referred to a Joint Committee, said Committee to be made up of three operators appointed by the Canada West Coal Company, Ltd., and three miners appointed by District No. 18 of the U. M. W. of A., for settlement. If they agree their decision shall be binding upon both parties. A majority of the full Committee must vote in favor of any action before it can be declared carried. In the event of a failure to agree, the Committee shall endeavour to select an independent chairman, and failing to agree upon an independent chairman, the Minister of Labour shall be asked to appoint such chairman; the decision of the Committee thus constituted shall be binding upon both parties. The Joint Committee, when necessary shall meet on the second Monday of each month.

(*d*) In the meantime, and in all cases, while disputes are being investigated and settled, the miners, mine labourers and all other parties involved must continue to work pending investigation and until final decision has been reached, but where miner, miners, mine labourer or mine labourers has or have been discharged by the Company, he or they shall not remain in the employ of the Company while his or their case is being investigated and settled. If a claim be made within five days where a man or men has or have been unjustly discharged, the case shall be dealt with according to this article, and if it is proven that he or they have been unjustly dealt with, he or they shall be reinstated. If claim is made for compensation for time lost, in cases where reinstatement has followed, it shall be left to the Joint Committee to decide what amount, if any, is to be paid.

(*e*) Any breach of this agreement by any of the parties hereto is not to void the said agreement, but same is to continue in full force and effect. It is not intended, however, by this subsection to abridge the right of the men to suspend work after final settlement as herein provided, if any operator or operators refuse to be bound by any decision given against them under this article.

ART. No. 2. No miner working at contract work on coal shall be allowed to hire labourers.

ART. No. 3. The Company gives the U.M.W. of A. a full recognition, and concedes to the check-off system; that is to say, upon the individual request in writing of any of the Company's employees, the Company shall deduct such monies from their wages as is designated for dues, assessments, fines and initiation fees; in other words, the Company will retain from wages due employees any sum they may have given upon the Company for, in writing, payable to such officers of the U. M. W. of A. as may be designated in such orders.

ART. No. 4. The Company will furnish screened coal to their workmen at $2.50 per ton, within a radius of one mile from the mine. Beyond this radius haulage to be charged.

ART. No. 5. The Company will deliver all timbers as near the working face as possible.

ART. No. 6. The hours of labor are to remain as at present.

ART. No. 7. The Company will furnish duplicate statements to all workmen and will pay by cheque semi-monthly.

ART. No. 8. The Company will make deductions from all contract miners for wages of check-weighers.

ART. No. 9. The employees will have the right to make their own doctor and hospital arrangements, the Company agreeing to make the usual deductions for same, the majority rule to rule in all cases of selection of doctor.

SCHEDULE "A".

Commencing December 9th, 1907, the following schedule of wages will be paid at the Canada West Coal Company's Mines located at Taber, Alberta:—

Pillars in pick-driven rooms..	$.90	per ton,	2,240	lbs.
Pick work in rooms.....	.90	"	2,240	"
Pillars in machine rooms....	.80	"	2,240	"
Pillars of 12 ft. up to 20 ft...	.90	"	2,240	"
Machine cutting in rooms by Punching machines.....	.30	"	2,240	"
Loading after machines in rooms.....	.50	"	2,240	"

Entry work and narrow work between pillars of entries and necks of rooms to be paid at the rate of $1.25 per ton of 2,240 pounds, to be divided as follows: For loaders 82½ cts., and 42½ cts. for machine men. It is fully understood that this price does not apply to cross-cuts in rooms and that the mining is to be done under the coal no less than 9 inches in thickness. This price applies to punching machines only.

Electric machine runners, $3.50 per shift of 8 hours at the face.

Electric machine scrapers, $3.00 per shift of 8 hours at the face.

The Company will pay the sum of $3.00 per shift to all miners taken from contract to Company work.

All other wages to remain as in old contract.

All other day work not included in old contract to be district rates.

Signed, sealed and delivered in triplicate, this sixth day of December, 1907, on behalf of the Canada West Coal Company, Limited, and the United Mine Workers of America, District No. 18.

(Sgd.) JAMES TAYLOR
Superintendent.

F. H. SHERMAN,
Prest. Dist. No. 18, *U.M.W. of A.*

JOHN R. GALVIN,
Vice-Pres. Dist. No. 18, *U. M.W. of A*

ROBERT DOODSON,
J. W. TURNER,
Local Committee JAMES WILSON,
PETER PATTERSON.
International Board Member.

Witness:
Chas, A. Stuart
V. S. Kidd.

III.—AGREEMENTS EFFECTED IN TWO OTHER COAL MINING DISPUTES AT TABER, ALTA.

ON Dec 28, the Department received a joint report from the Boards of Conciliation and Investigation respectively established for the adjustment of differences between the Domestic Coal Co., Taber, Alta., and its employees, and between Duggan, Huntrods and Co., of Taber, Alta., and their employees, an agreement on all points of difference being reported in each case. The Board established in the case of the dispute between the Domestic Coal Co., and its employees was composed of F. H. Sherman, Taber, Alta., recommended by the employees; Robert G. Duggan, Taber, Alta., recommended by the employing company and the Honourable Mr. Justice Stuart, Calgary, Alta., appointed by the Minister, in the absence of a joint recommendation from the foregoing members of the Board. The Board established in the case of the disputes between Messrs Duggan Huntrods & Co., and their employees was identical with that established in the case of the Domestic Coal Company save that Mr. J. Shorthouse was appointed to the former Board on the recommendation of the employing Company. The chairman was appointed by the Minister in the absence of a joint recommendation from the other members of the Board. The differences in the case of the

two companies were practically identical being similar to those indicated in the report above printed relating to the Canada West Coal & Coke Co., and were considered together, the two Boards sitting jointly on Dec. 5, 6, and 7. The number of employees concerned in the case of the Domestic Coal Company was estimated at 50 and in the case of Messrs. Duggan Huntrods & Co., at 40. The text of the report and agreement with respect to the two disputes is as follows:

In the Matter of the Industrial Disputes Investigation Act

Between The Domestic Coal Co., employers and their employees, members of Local Union 102 of the United Mine Workers of America.

Thursday, Dec. 5. 1907.

Meeting of the Board of Conciliation and Investigation constituted by order of Nov. 20, 1907.

Present—Charles A. Stuart (Chairman), Frank H. Sherman and Robert G. Duggan.

The members of the Board took the oath of office as prescribed by Sec. 13 of the Act.

Mr. Bullock appeared on behalf of the employers. Messrs. Calvin, Donnell and Doodson appeared for the employees.

The meeting was adjourned until Friday, 6th inst., at 2 p.m. to enable the Board in the case of the Canada West Coal Co., Ltd., to meet.

Friday Dec. 6, 2 p.m.

The Board resumed and the questions involved in this case were considered concurrently with the questions involved in the case of The Duggan Huntrods Co., the two Boards sitting jointly. The discussion continued and statements made by various witnesses were heard until 6 p.m. when the Board adjourned till 8.30 p.m.

3.30 p.m.

The sittings of the Board were delayed until 9.30, pending the final signing of the agreement in the case of The Canada West Coal and Coke Co., Ltd. At 9.30 the discussion of these cases was resumed and continued until 11 p.m., when the sitting was adjourned until 9.30 next morning.

Saturday Dec. 7th, 9.30 a.m.

The sittings of the two Boards were resumed, and continued until 11.30, when the Boards adjourned till 1.30 p.m. At 1.30 the discussion continued until 7 o'clock p.m. when an agreement was practically arrived at. The agreement was then typewritten and executed on behalf of the parties. A copy is hereto annexed.

(Sgd.) CHAS. A. STUART,
Chairman.
F. H. SHERMAN
R. C. DUGGAN.

Taber, Alta., Dec. 7, 1907.

In the Matter of the Industrial Disputes Investigation Act, 1907, and of a dispute

Between Duggan-Huntrods Co., employers, and their employees, members of Local Union No. 102 of the United Mine Workers of America.

Thursday, Dec. 5, 1906.

Meeting of the Board of Conciliation and Investigation constituted by order of Nov. 20, 1907.

Present—Charles. A. Stuart, (Chairman), Frank H. Sherman and J. Shorthouse.

The members of the Board took the oath of office as prescribed by Section 13 of the Act.

Mr. Duggan and Mr. Huntrods appeared on behalf of the employers and Messrs. Galvin, Doodson and Donnell appeared for their employees.

The same preceedings were taken in every respect as in the case of the Domestic Coal Co. and their employees, the two Boards sitting simultaneously and hearing discussion as in that case. The joint agreement was eventually arrived at, as will appear from the report in that case.

(Sgd.) CHAS. A. STUART,
Chairman.
F. H. SHERMAN,
JOS. SHORTHOUSE.

Taber, Alta., Dec. 7, 1907.

Agreement.

Agreement made this 7th day of December A.D. 1907, between the Domestic Coal Co., of Taber, Alta., of the first part, the Duggan Huntrods and Company of the second part and the employees of the said companies as represented by the U.M.W. of A., dist. No. 18 of the third part.

The agreement entered into on the 6th day of Dec. 1907. between the Canada West Coal Co., Limited and their employees as represented by the U.M.W. of A., Dist. No. 18 shall, *mutatis mutandis* except in so far as changed or modified by this agreement apply to and be binding upon the parties hereto respectively.

The Companies will furnish duplicate statements to all workmen and will pay semi-monthly in the same manner as at present.

Commencing Dec. the 9th, 1907, the following schedule of wages will be paid at the Duggan Huntrods & Co's and the Domestic Coal Company's mines located at Taber, Alta.

CONTRACT RATES

Pick mined coal 90 cts, per ton of 2240 lbs., run of mine.

Forked coal $1.05 per ton of 2000 lbs.

Yardage Entries and Narrow work $1.00 per lin. yd.

Room necks and widening out rooms 9 ft. $4.00, and 12 ft. $5.00.

Brushing 10 cts, per inc. per lin. yd. or on company's time at Dist. rates for Rock miners. Miners to do the stowing and furnish explosives. Stowing over 100 yards from working face to be paid extra.

CLOD SCALE.

The clod to be removed by the miners for nothing for the first four inches; for 5 inches 12½ cts. per lin. yd. and 5cts. for each additional inch. Clod in entries and narrow work is to be paid for as brushing. In rooms the width of the rooms. It is understood that rooms are to be 16 feet wide. Rooms ordered to exceed 16 feet to be paid extra in proportion.

All other wages to remain as in old contract.

All other daywork not included in old contract to be paid dist. rates.

All water in the mines to be removed by the companies.

Signed, sealed and delivered in triplicate this 7th day of December 1907.

On behalf of the Domestic Coal Company

(Sgd.) W. E. BULLOCK

On behalf of the Duggan, Huntrods and Company

(Sgd.) R. DUGGAN
" E. S. T. HUNTRODS

On behalf of the U.M.W. of A. Dist. No. 18

(Sgd.) F. H. SHERMAN
President
" J. A. McDONALD
Sec.-Treas.
" PETER PATTERSON
Int. Board Member

On behalf of Local Union No. 102

(Sgd.) JAMES BOYLE
" WM. MURDOCK
" JOHN HILL
" HEBER C. BLACK
" JOHN BROWN
" ALFRED MITCHELL
Local Committee

Witness

(Sgd.) CHAS. A. STUART.

IV—AGREEMENTS EFFECTED IN COAL MINING DISPUTES AT STRATHCONA, ALTA.

ON December 28, the Department received the report of the Board of Conciliation and Investigation established for the adjustment of differences between the Strathcona Coal Co., Ltd., of Strathcona, Alta., and certain of its employees. This report was unanimous in character, and included the text of the agreement on all points of difference between the parties concerned. The differences referred for investigation were demands on the part of the employees as follows, viz.: A change in the hours of labour, requiring an eight-hour day from bank to bank; a change in wages requiring weekly pay by legal tender, and a change generally of the conditions surrounding the working in and about the mine, and recognition of the United Mine Workers of America. The number of employees concerned was estimated at forty. The Board, which was fully constituted on December 2, consisted of Frank H. Sherman, Taber, Alta., recommended by the employees; F. L. Otter, Edmonton, Alta., recommended by the employing company, and George Montgomery, Edmonton, Alta., appointed by the Minister on the recommendation of the foregoing members. The Board met at Edmonton on December 18, 19 and 20, and an agreement was arrived at on all points in dispute, effective from December 23, 1907, until March 31, 1909. The agreement involved "an 8-hour working day at face or place of working; semi-monthly payment of wages by cheque; supply of screened coal by the company to its workmen at $3.25 per ton within Strathcona city limits, and full recognition of the United Mine Workers of America, with the adoption of the check-off system, and an arrangement for the settlement of local and general disputes."

In a covering letter to the Minister, accompanying the report of the Board, and dated Dec. 23, the chairman of the Board, Mr. Geo. S. Montgomery, states:—

"Whilst the Board was not called upon to investigate fully the matters between these parties, there is no question but that the mere fact of the Board having been appointed by the Government, and being in session, had the effect of bringing about a reconciliation and a compromise between these parties. It is the unanimous opinion of the Board that the law is successful."

The text of the report of the Board and of the agreement effected is as follows:

Report.

The Board of Conciliation and Investigation of the Strathcona Coal Company, Limited, was duly organized on the 18th day of December, 1907, A. D., at the offices of the Universal Coal Company, 2nd Street, Edmonton, Alta., and the qualifications and oaths of office were duly taken by the following gentlemen, who comprised the Board, viz., Mr. G. S. Montgomery, chairman; Messrs. Francis L. Otter and F. H. Sherman, members.

The complaints of the employees of the Strathcona Coal Company, Limited, were received and were filed with the Board. The parties in dispute were notified that in accordance with the provision and requirements of the law, the Board was duly constituted and established with all necessary power to investigate their complaints, and for the settlement of their differences as far as practicable in an amicable and conciliatory manner.

The statement of the claims of the Strathcona Coal Company, Limited, were also received and were duly filed with the Board; the documents in question were left in the care of the Secretary of the Board. Mr. Frank Smith, the manager of the Strathcona Coal Company, Limited, and Mr. J. R. Galvin, vice-president District No. 18, U. M. W. of A., met the members of the Board at the above offices on the afternoon of the 18th inst., and requested an informal sitting of the Board as its third member, Mr. F. H. Sherman, was unavoidably absent. They then reported that they had been able to arrange their differences, and a copy of the contracts as drawn out between them was produced and was informally read through, and it was considered most

satisfactory to lay before the Board at its meeting on the ensuing day.

On the Board re-assembling on the 19th instant, Mr. J. R. Galvin, the Vice-President District No. 18, U. M. W. of A., gave a resume of the reasons why the Board had been organized, and was satisfied with the progress which had been made, while claiming he had not succeeded in getting all for the workers he could wish, yet matters had been arranged in such a way as would tend for the peace and harmony of all parties concerned. Mr. J. R. Galvin then made a request that the Managing Director of the Strathcona Coal Mine, Limited, (Mr. Ross) be asked to attend on the Board, that the contracts might be signed in their presence in an official manner. This request met with the approval of the Board, and the meeting stood adjourned till 4 p. m., when Mr. Ross attended the Board meeting, and after a short discussion between him and some members of the Board on the length the contracts should run, the contracts were duly signed in the presence of the Chairman of the Board by Mr. Ross, which was considered very satisfactory, and the contracts as signed by the parties are attached hereto.

(Sgd.) GEO. S. MONTGOMERY,
Chairman.
(Sgd.) F. H. SHERMAN,
(Sgd.) FRANCIS L. OTTER.

Agreement.

It is hereby agreed between the Strathcona Coal Company, Ltd., of the first part, and the employees of the said Company, as represented by the United Mine Workers of America, District No. 18, of the second part:

That the agreement respecting general provisions and scales of contract prices and wages shall be governed by the Union scale now prevailing in sub-district No. 4 of District 18, insofar as the same may not be modified or affected by the provisions of this agreement; it being understood and agreed that the parties hereto will meet in conference sixty days prior to the expiration of this agreement to discuss a renewal thereof.

This agreement covers the mines and outside plant operated by the said Company, and all persons accepting employment at these mines agree to be governed by the following rules and regulations:—

Settlement of local and General Disputes.

(*a*) In case any disputes or grievances arise under this agreement, or any local agreement made in connection therewith, whether the dispute or grievance is claimed to have arisen by the Company or by person or persons employed, or by the men as a whole, then the parties shall endeavour to settle the matter as hereinafter provided. But before any grievances shall be submitted to the Pit Committee, the person or persons affected shall endeavour, by personal application to the Pit Boss, to settle the matter, and in the event of them agreeing, their decision shall be final.

(*b*) In case of any local dispute arising in any mine, and failure to agree between the Pit Boss and any employee, the Pit Committee and Mine Superintendent shall endeavour to settle the matter, and if they agree, their decision shall be final.

(*c*) In the event of the failure of the Pit Committee and the Mine Superintendent to settle the dispute referred to them, as well as in the event of any other dispute arising, the matter in dispute shall be referred to the General Superintendent or General Manager of the Company and the officers of District No. 18, U. M. W. of A., for settlement, and if they agree, their decision shall be final. Should they fail to agree, it shall be referred to the Joint Committee, said Committee to be made up of three operators appointed by the Strathcona Coal Company, Limited, and three miners appointed by District No. 18 of the U. M. W. of A., for settlement. If they agree, their decision shall be binding upon both parties. A majority of the full Committee must vote in favour of any action before it can be declared carried. In the event of a failure to agree, the Committee shall endeavour to select an independent chairman, and failing to agree upon an ndependent chairman, the Minister of Labour

shall be asked to appoint such chairman; the decision of the Committee thus constituted shall be binding upon both parties. The Joint Committee, when necessary, shall meet on the second Monday of each month.

(*d*) In the meantime, and in all cases, while disputes are being investigated and settled, the miners, mine labourers and all other parties involved must continue to work pending investigation, and until final decision has been reached; but where miner, miners, mine labourer or mine labourers has or have been discharged by the Company, he or they shall not remain in the employ of the Company while his or their case is being investigated or settled. If a claim be made within five days where a man or men has or have been unjustly discharged, the case shall be dealt with according to this article, and if it is proven that he or they have been unjustly dealt with, he or they shall be reinstated. If claim is made for compensation for time lost, in cases where reinstatement has followed, it shall be left to the Joint Committee to decide what amount, if any, is to be paid. Any costs, it was settled upon, should be decided by the Board.

(*e*) Any breach of this agreement, by any of the parties hereto, is not to void the said agreement, but same is to continue in full force and effect. It is not intended, however, by this subsection to abridge the right of the men to suspend work after final settlement as herein provided, if any operator or operators refuse to be bound by any decision given against them under this article.

ART. No. 2. No miner working at contract work on coal shall be allowed to hire labourers.

ART. No. 3. The Company gives the U. M. W. of A. a full recognition, and concedes to the check-off system; that is to say, upon the individual request in writing of any of the Company's employees, the Company shall deduct such monies from their wages as is designated for dues, assessments, fines and initiation fees; in other words, the Company will retain from wages due employees any sum they may have given orders upon the Company for, in writing, payable to such officers of the U. M. W. of A. as may be designated in such orders.

ART. No. 4. The Company shall furnish screened coal to their workmen at $3.25 per ton, in Strathcona city limits.

ART. No. 5.—The Company attends to timber, water and track.

ART. No. 6. The hours of labour are to be 8 hours working day at face or place of working. It is understood that nothing herein shall be held to afford any ground against the enactment of legislation respecting hours of labour in the Province of Alberta.

ART. No. 7. The Company shall pay semi-monthly by cheque.

ART. No. 8. The Company shall make deductions from all contract miners for wages of check weighers.

ART. No. 9. The employees will have the right to make their own doctor and hospital arrangements, the Company agreeing to make the usual deductions for same, the majority rule to rule in all cases of selection of doctors.

The coal mined and delivered at the cage to be 33 1-3 cents per car. This is at the rate of 30 cents per car and 3 1-3 cents per car for pushing.

For turning and opening out room from entries is $3.00.

All narrow work 8 feet and under, 50 cents per lineal yard and coal.

This contract goes into effect on Monday, 23 December, A. D. 1907, and continues until March 31st, 1909, provided, if the Strathcona Coal Company, Limited, sell the mine, this contract will cease and terminate.

(Sgd.) W. E. ROSS,
Managing Director.

(Sgd.) F. H. SHERMAN,
Pres. &c., &c.

(Sgd.) JOHN R. GALVIN,
Vice-Pres. &c. &c.

(Sgd.) GEO. S. MONTGOMERY,
Chairman.

(Sgd.) FRANCIS L. OTTER,

As to signatures of W. E. Ross, F. H. Sherman, John R. Galvin.

V.—FINDINGS OF BOARD ESTABLISHED TO ADJUST DIFFERENCES BETWEEN CANADIAN PACIFIC RAILWAY COMPANY AND ITS WESTERN CARMEN.

THE Department received on Dec. 23 the report of the Board established for the adjustment of differences between the Canadian Pacific Railway Co. and its western carmen. The report was unanimous so far as its recommendations were concerned, but set forth in addition the respective views of certain members of the Board. The Department had not at the close of the month been informed whether the recommendations are acceptable to the parties to the dispute.

The members of the Board in question were J. H. McVeity, Vancouver, B. C., recommended by the employees; A M. Nanton, Winnipeg, Man., recommended by the company and Prof. E. Odlum, Vancouver, Chairman, appointed on the joint recommendation of the foregoing members. An application for a Board was received in the Department on Nov. 22, signed by Mr. Wm. Cross, assistant to the 2nd Vice-President, on behalf of the Canadian Pacific Railway Company, and the Board was fully constituted on Nov. 26. The number of men affected was estimated at 1,215, of whom 15 were stated to be under the age of 21 years. The differences related to certain demands made by the employees, viz., (1) for a reduction in the number of working hours from ten to nine hours; (2) for an advance of pay to compensate for such reduction in the working hours, which represented, according to the application, advances of wages varying from eleven to twenty per cent. The railway company took exception to both these demands. A further subject of difference was indicated as follows: The company and the carmen desire the Board to inquire into and make recommendations concerning the pipefitters in connection with the carmen. The Board met at Winnipeg on Dec. 2 and held its final session on Dec. 19, meeting daily on all week days in the interim. During the course of the proceedings several witnesses were heard, including Messrs J. Hillis, of Winnipeg; L. L. Hannah, of North Vancouver, B.C.; D. M. O'Dwyer, of Vancouver B. C., and Frank McKenna, of Cranbrook, B. C., who were called as experts

The Board in its findings recommended a 9 hour day for carmen excepting relay men and that the rate of wages per hour for all carmen shall remain as at present. No change was recommended in the relations of pipefitters to carmen. The change of hours to plumbers in force from January 1, 1908 to July 1, 1908.

Text of Report of Board.

The text of the report of the Board is as follows:—

To the Honourable
The Minister of Labour,
Ottawa, Ont.

Honourable Sir,

In the matter of dispute between the Canadian Pacific Railway Company and the Railway Carmen employed on its Western Lines, submitted on the 26th day of November, 1907, by the Department of Labour to the Board of Conciliation and Investigation, consisting of Mr. A. M. Nanton, of Winnipeg, Man., Mr. J. H. McVeity of Vancouver, B. C., and Professor E. Odlum, Chairman, of Vancouver, B. C., the said Board begs to report that the majority of the Board award as follows:—

RE HOURS.

(*a*) That all Carmen, excepting the relay men, as at present defined, shall work on the nine hour basis.

(*b*) The hours shall be from 7 o 17K, with one hour off for dinner, from 12 to 13K, excepting from April 1st to October 1st, when the hours will be from 7 to 17.30 K, the first five days of the week, with one hour off for dinner between 12 and 13K., and 7 to 12K, on Saturdays.

RE WAGES.

(*c*) The rate of wages per hour shall remain as at present for all carmen.

RE TIME

(*d*) This change shall take place on the first day of January, 1908, and shall remain in force at least until the 1st day of July, 1908.

(*e*) Concerning the relation of the pipe-fitters to the carmen, the Board has not heard sufficient reason for recommending a change.

EXPLANATORY NOTE.

Notwithstanding the fact that Mr. Nanton and Mr. McVeity hold the following opposing views, they have agreed to the above report.

Mr. Nanton holds that the decision of the Board should be:

(1) That the hours of work for carmen working in all shops should be on the nine-hour basis, as set out in section "b" above mentioned.

(2) That carmen working as car inspectors, car repairers, car oilers, air-brake testers, car cleaners, icemen, car heatingmen, lampmen and others who work on running and repair tracks, the working hours should be from 7 to 18K, six days of the week, with one hour off for dinner from 12 to 13K.

(3) That carmen working as relay men, as at present defined, the hours should be from 7 to 19K for day work, daily, with one hour off for dinner between 12 and 13K, and from 19 to 7K for night work, with one hour off for dinner between 24K and 1K.

(4) Overtime, after above hours, for all carmen should be paid on the basis provided in present schedule.

(5) The rate of wages per hour for all carmen should remain as at present.

(6) The changes above recommended should commence on the 1st of January, 1908, and remain in force at least until the 31st December, 1908.

On the other hand Mr. McVeity holds the following views:—

(1) That all carmen should have their hours shortened as set forth under "b" in the above report, excepting for the relay men, who should be worked on an eight hour shift.

(2) That the rate of wages per hour should be increased so that the men would earn as much in nine hours as they now do in ten hours.

(3) That the change should come into effect from November 1st, 1907, and continue until January 1st, 1908.

(4) That the pipe-fitters should be divided; the car pipe-fitters remaining on the carmen's schedule, and a new schedule issued covering the balance of the pipe-fitters.

Signed by all members of the Board in accordance with the above, at Winnipeg, this 19th day of December, 1907.

(Sgd.) A. M. NANTON.
JAS. H. McVEITY.
E. ODLUM.
Chairman.

VI.—BOARD ESTABLISHED TO DEAL WITH DISPUTE AT COBALT.

ON December 8, the Department received an application for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the McKinley-Darragh Mining Company, Ltd., of Cobalt, Ont., and certain of its employees, miners, engineers, surfacemen, etc., members of Cobalt Miners' Union No. 146, Western Federation of Miners, Mining Department of Industrial Workers of the World. The differences to be referred for adjustment related to the wage question. The McKinley-Darragh Mining Company, Ltd., had, it was stated, posted a schedule on November 15, 1907, to take effect from December 15, 1907, which would mean a reduction on an average of 25 cents per day all round, and an increase of one hour in work all round. The members of the Union affected by the change demanded that the wage schedule in force

at the time the notices of change were posted, should be continued, and a copy of such wage schedule was submitted with the application. The application was signed on behalf of the employees concerned by James McGuire, president, and Arthur Lionel Botly, financial secretary of the Cobalt Miners' Union. The number of employees concerned in the dispute was estimated at 120.

The Board demanded was duly established, being constituted as follows:—viz., John A. Welch, Cobalt, Ont., recommended by the employees; E. C. Kingswell, Haileybury, Ont., recommended by the employing Company; and Professor Adam Shortt, Kingston, chairman, recommended by the foregoing members. Prof. Shortt's appointment was dated December 21, and it was understood that the investigation before the Board would begin on January 1, 1908.

VII.—DIFFERENCES BETWEEN C. N. R. AND CERTAIN OF ITS EMPLOYEES REFERRED UNDER THE ACT.

ON December 19, the Department received an application for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the Canadian Northern Railway and certain of its employees, enginemen, firemen and hostlers, being members of the Brotherhood of Locomotive Firemen and Enginemen.

The differences to be referred were stated to be, first, the discrimination alleged to be employed in the engine services of the employing company; second, the alleged setting aside by the employing company against the wishes of the Brotherhood of Locomotive Firemen and Enginemen, of a general schedule said to have been made between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen on the one hand, and the officials of the Company on the other, and put into effect on June 1st, 1907. The number of employees concerned in the dispute was estimated at 359. The establishment of the Board was duly proceeded with, Mr. J. G. O'Donoghue, Toronto, being appointed on the recommendation of the employees, and Mr. Frederick Hunter Richardson, Toronto, on the recommendation of the employing company. The last of these appointments was dated December 27, and the Department had not, at the end of the month, received a recommendation with regard to a third member of the Board.*

*Early in January Prof. Adam Shortt was appointed chairman of the Board, Messrs. Richardson and O'Donoghue having been unable to make a joint recommendation.

VIII.—APPLICATIONS RELATING TO DISPUTES NOT EXPRESSLY INCLUDED UNDER THE ACT.

THE Department received three applications during the month relating to disputes of a nature not expressly included under the Industrial Disputes Investigation Act, 1907. These were on behalf respectively of the Association Internationale des Ouvriers en Fourrures, Montreal, Local No. 12; the employees of the Thomas Davidson Manufacturing Company of Montreal, and the employees of the Eastern Townships Manufacturing Company of St. Hyacinthe, Que. In each of these three cases, the Industrial Disputes Investigation Act, 1907, was applicable only under section 63, and required the consent of the two parties concerned in the respective disputes.

In the case of the first named of these differences, sixteen several fur-working establishments of Montreal were indicated as being concerned, and the employees affected were estimated at from 1,000 to 1,200. The dispute was said to relate to efforts on the part of the Union to effect an agreement between the employing companies and their employees with respect to wages and general conditions

of labour. The Department corresponded with the various firms, and found none of the firms named desirous of having the differences in question referred under the Act.

In the case of the dispute between the Thomas Davidson Manufacturing Company and its employees, the latter were estimated at 300, and the differences concerned an alleged reduction of wages by ten per cent in force from the beginning of November, and various conditions of labour. The employing Company did not accept the proposition to refer the differences under the Act.

In the case of the Eastern Townships Manufacturing Company of St. Hyacinthe, Que., it was stated on behalf of the employees that a strike had been in existence since November 13; the nature of the difference was not indicated. About 100 hands were concerned. The Department communicated with the firm named, and was informed that it was not desirous of referring the differences with its employees to a Board established under the Act.

Under the circumstances, there were no further proceedings under the Act in any of the three cases indicated.

IX—QUESTION AS TO INTERPRETATION OF AGREEMENT AFFECTED BETWEEN THE C. P. R. CO. AND ITS RAILROAD TELEGRAPHERS.

IN the application of the agreement effected by a Board of Conciliation and Investigation on October 10, between the Canadian Pacific Railway Company and its railroad telegraphers, a difference of opinion arose between the representatives of the Company and those of the employees on various points, viz. (1) Whether in the case of increase granted by the Company in individual cases since the schedule of 1905 came into effect, such increases should be accepted by the employees as part of the 14 per cent increase agreed on as one of the terms of settlement; (2) whether in the case of article 15, referring to the conditions under which Sunday labour is to be performed by telegraphers; (3) what is the number of hours, having reference to article 20, to be worked per day by operators at stations where an agent and two operators are employed. The parties to the original agreement agreed together to place these issues before the members of the former Board of Conciliation and Investigation and to abide by the decision reached. Messrs. Adam Shortt, Wallace Nesbitt, K. C., and J. G. O'Donoghue, members of the Board before which the agreement had been effected, accordingly met in Toronto on November 23, and in Montreal on December 6 to consider the same. Written statements were submitted embodying the views of the respective parties with respect to certain of the points raised. The members of the former Board duly considered the differences and rendered decisions which were accepted by the parties thereto. The text of the decision was as follows:

"The opinion of the majority of the Board, to whom were referred the points in dispute, as to the interpretation and application of the term "Telegrapher", in Articles 15 and 20 in the Agreement between the Canadian Pacific Railway Co. and the Telegraphers in its employment, is as follows:

(*a*) In Article 15 the term "Telegrapher" is not intended to include despatcher.

(*b*) In Article 20, stations at which a station agent, who has no telegraphic duties assigned to him to perform, and two telegraphers are employed, are to be regarded as twelve hour stations.

(Signed) ADAM SHORTT,
Chairman.

X.—MONTREAL LONGSHOREMEN'S SETTLEMENT—A DECISION IN THE RECORDER'S COURT AT MONTREAL RELATING TO PROCEEDINGS UNDER THE ACT.

A case recalling the differences of last spring between the longshoremen of Montreal and the steamship companies of that port, was heard in the Recorders' court at Montreal during the month. It well be remembered that as a result of the reference of the differences to a Board established under the Act, the Board recommended that the shipping companies should pay 27½ cents per hour for day and 32½ cents per hour for night work, and to all the men who worked until the close of navigation, a bonus of 2½ cents an hour to be paid at the end of the season. The shipping companies prepared a form of agreement on the lines recommended by the Board, under which those of the men who so desired, agreed to remain at work until the close of navigation, and signed their names accordingly, the company on its part agreeing to pay at the end of the season to such men the bonus of 2½ cents per hour recommended by the company.

A number of men, estimated at about 200, who did not sign the agreement, claimed at the end of the season that they were entitled to the bonus, and a test case against one of the shipping companies involved, was brought before Recorder Weir on December 23.

In delivering judgment, the Recorder said: "The plaintiff, who is a longshoreman, brings suit for the recovery of five dollars from defendant, and declares the amount to be due as 'balance of wages for work done in Montreal during the season of 1907 at 2½ cents extra per hour, 200 hours, so arbitrated on June 14th, 1907, under the Industrial Disputes Investigation Act, 1907, and promised by defendants and accepted by the plaintiff.' In other words, the action seeks to enforce an amicable agreement made in virtue of a special statute which has for its object the adjustment of industrial disputes. Turning, however, to the statute in question, I find the following important section (No. 64): 'No court of the Dominion of Canada, or of any province or territory thereof, shall have power or jurisdiction to recognize or enforce, or to receive in evidence any report of a Board, or any testimony or proceedings before a Board, as against any person or for any purpose, except in the case of the prosecution of such person for perjury.' It would appear from the plaintiff's pretensions that a basis of settlement had been arrived at, but not fully carried out, and this court is now invited to investigate and enforce, not the original contract between the parties, but the amicable agreement itself. The section I have cited expressly forbids this. The Act would appear to regard as incongruous, and certainly forbids, an adjustment of a dispute under its provisions becoming afterwards subject matter for contentious litigation. Possibly, the plaintiff has rights which he may still retain under his original contract, and which can be determined by competent courts of law. I am of opinion to dismiss plaintiff's action as on its face illegal, but reserve to him his recourse under the original contract between him and defendant, if any such exists."

(Martin v Canadian Pacific Railway Co; 23rd December, 1907; Weir, Recorder)

INDUSTRIAL AND LABOUR CONDITIONS IN CANADA DURING 1907.

DURING the first nine months of the year 1907, the general prosperity of trade and industry and the very active conditions of employment, which were more pronounced in 1906 than in any previous year in the history of the Dominion, were continued without abatement. A somewhat late spring, following upon a severe winter in western Canada, delayed the opening of the season of activity; but the extensive railway construction

operations projected and the rapid progress of settlement in the North-West provinces (immigration being heavier than in any previous year and reaching the approximate total of 300,000 arrivals,) created a demand for labour that was for some months considerably in excess of the supply. Accompanying these conditions there was a continued expansion in almost every branch of trade and industry, the effects of which were felt, directly or indirectly, in almost every section of Canada. Prices and wages, which were steadily upward in 1906, reached still higher levels in the spring and summer of 1907. With the close of the summer season, however, a growing stringency in the money markets of the world began to be felt in Canada, in the way of checking the rapid increase in production and equipment which had been uninterrupted for some time before. The yield of wheat and grains in the North-West provinces and in Ontario also showed a falling off as compared with 1906, and although the Atlantic fisheries and the coal mines had an exceptionally busy year, with labour in active demand, and though the volume of traffic and the earnings of railway companies were the largest ever recorded, the output of manufactured goods and of various metals was less in the closing months of the year than at the corresponding season of 1906. The lumbering industry, both in British Columbia and in Ontario and the Eastern Provinces, was also quiet throughout the autumn, with preparations under way for a smaller cut than last year. With the close of the season of out-door activity, more than the usual number of unemployed were reported in certain of the larger centres, including Toronto, Hamilton, London, Winnipeg and Vancouver, though the prolongation of mild weather in western Canada enabled an unusually large amount of work to be completed in preparation for the season of 1906. During the closing weeks of the year there was a noticeable improvement in the general tone of the labour market and in industrial and commercial circles following upon somewhat easier financial conditions. It was remarked that although collections were somewhat slow in December, as compared with 1906, the turnover of holiday goods was as large in many sections as in the phenomenal season of the preceding year. The foreign and domestic trade of the country as a whole, the revenues of the Dominion and Provincial Governments and other public bodies, as well as the profits of banks, loan companies, etc., were heavier than in any previous year in Canada. The outlook for 1908 was regarded as very favourable in view of the large amount of railway construction and other work in progress, the vast extent of land still unoccupied in Western Canada and the prevailing opinion that the money shortage would be overcome.

Immigration and Colonization.

The number of immigrants arriving in Canada during 1907 exceeded that during 1906, which was the most active year in this respect that was previously recorded, reporting 71,912 in excess of 1905. Final returns were not obtainable at the close of the year, but it was estimated that the total number arriving would fall but little short of 300,000. There has been an increase of approximately 45% in the number of arrivals by ocean ports compared with 1906, but arrivals from the United States have declined about 8%. On the whole the increase compared with 1906 will be about 31%‡. A feature of the year was the pronounced activity of the movement during the autumn months. In view of the current decline in industrial activity, steps were taken by the Government to discourage arrivals until the opening of the spring of 1908.* The majority of the immigrants were distributed in Western Canada, but special arrangements were made to facilitate the placing of immigrants on farms in Ontario by the appointment of employment agents in 198 towns and villages throughout the province.† In this way about 3,310 immigrants were distributed.

‡ For latest returns with reference to immigration see Immigration article elsewhere in present issue.

* See statement on opening page of present issue.

‡ See the *Labour Gazette* for March, 1907, p. 1011

The immigration of farm labourers to the Eastern Townships, Quebec, was also encouraged, over 750 immigrants having been distributed by a special agent of the Government. Delegates from other localities were sent to Great Britain under a three month's engagement during the spring. The Salvation Army assisted largely in bringing immigrants to Canada and in distributing them on arrival, the operations of the organization in this connection exceeding those of 1906. It was estimated that over 13,000 were brought in by this agency under its immediate supervision, the government allowing a commission for those placed on farms. The health of immigrants was reported good, strict enforcement of the regulations having been made.

A considerable number of immigrants from Oriental Countries reached the Pacific ports of Canada during the second half of the year.** During September, a serious disturbance occurred at Vancouver and some damage was done to Japanese property. The Deputy Minister of Labour was subsequently appointed a Commissioner to enquire into these losses. In the course of the investigation, information was elicted by the Commissioner tending to show elaborately planned methods on the part of employment agencies, in Vancouver and in Japan respectively, to secure the immigration to Canada of Japanese labourers. On November 4, therefore, a further commission was issued to the Deputy Minister of Labour to enquire into the methods by which Oriental labourers were induced to immigrate to Canada during 1907. On October 13, the Honourable the Minister of Labour was appointed as a special envoy to His Majesty the Emperor of Japan with reference to the question of Japanese Immigration to Canada. The Minister left for Japan during October, and had not returned at the close of the year. The final reports of the Deputy Minister of Labour as Commissioner had not been presented to Parliament up to December 31.*

There was a falling off in the number of homestead entries made in 1907, compared with 1906. The acreage of lands patented also showed a decline in the second half of the year. Land sales by private companies were less in some instances than in 1906.

A British Welcome League was formed at Toronto during March, 1907.†

A Department of Industries and Immigration was established in Nova Scotia. ‡‡

Wages and Hours of Labour.*

The upward tendency of wages was more pronounced during the first nine months of 1907 than in any previous year of which a statistical record has been kept in Canada, with the single exception of 1903. The number of increases taking effect in 1903 was greater than in 1907, but the number of employees affected by several of the changes of 1907 was greater than those affected by any change in 1903. It was estimated, for example, that in the railway service alone, over 17,000 employees obtained increases as the result of four changes which went into effect in April and May 1907. The total number of railway employees receiving increases during the year was not less than 25,000. Other important increases were, to coal miners (5,000) on Vancouver Island, to the same class (4,000) in Alberta and the Crow's Nest Pass; to lumbermen, throughout British Columbia to the number of several thousands; to street railway employees (2,000) at Montreal; to the same class (1,400) at Toronto; to textile employees (10,000) in Ontario and Quebec; and to bakers (1,000) at Toronto; In the building trades over 8,000 obtained advances, and under the heading of General Transport over 2,000.

* For statement re arrivals of Chinese since 1904, see immigration article in present issue.

* For detailed statement re Oriental Immigration during 1907, see the *Labour Gazette* for October, November and December, pp. 449, 560 and 694, respectively.

† See the *Labour Gazette* for December, p. 699, and for May, p. 1274.

‡‡ See the *Labour Gazette* for November, p. 563.

* Special articles and tables relating to changes in wages and hours of labour during the first, second and third quarters of 1907 appeared in the May, August and November issues of the *Labour Gazette* at pages 1277, 191, and 586, respectively. An article dealing with changes reported during the fourth quarter of the year will be published in the February, 1908, issue of the *Gazette*, together with a statistical review of the changes occurring throughout the year.

In the autumn months the upward tendency of the spring and summer was checked, and in some cases a decline went into effect. Thus in the lumbering industry in Ontario and Quebec wages in the camps were $5—$10 lower per month than in 1906, though fully 10,000 river drivers had obtained a substantial increase during the spring. Metal miners at Rossland, B. C., who received an advance in scale in July, accepted a reduction to the old rate in December. The wages of agricultural and unskilled labourers, railway construction em-employees, and workmen engaged on civic improvements were maintained for the most part on the high level established in 1906, though the rate for general labour declined in the last three months of the year, and the wages of the less 5 skilled employees engaged in manufacturing establishments were reduced in a few instances. Reductions in the general scale, however, were nowhere reported.

Cost of Living.

The advance in retail prices which has been so pronounced during the past five years was continued during 1907. Milk, butter, eggs, potatoes, canned fish and vegetables, cereals and other staple articles of consumption were higher in price during the autumn months of 1905, than in the experience of present householders. Meats were somewhat lower than in 1906. Wheat and grains, hay, food and flour, wool, textiles, metals, brick, lumber and fuel, were on higher levels than in the preceding year, though a recession in the wholesale prices of metals took place during the autumn months. Hides and skins were lower. Rentals continued to advance in the larger centres. Small houses at moderate rentals were scarce, and though conditions in this respect were on the whole less severe than in 1905 and 1906, a civic committee was appointed at Toronto to deal with the question

A special and detailed investigation conducted by the Civil Service Association at Ottawa, Ont., into local price tendencies during the past ten years showed that expenditures on necessaries by a family of five living on an income of $750 per year had increased 34% during the decade. The investigation was conducted in June prior to a pronounced advance in fuel, bread-stuffs and dairy produce which was maintained up to the close of the year.

Interruptions to Industry.

There were 149 trade disputes reported to the Department of Labour as in existence during 1907,* compared with 138 in 1906, 87 in 1905, 103 in 1904 and 160 in 1903. The number of workpeople involved was approximately 34,694 in 1907, compared with 26,014 in 1906. The number of working days lost through trade disputes was approximately 613,986 in 1907, compared with 490,400 in the previous year. Although the number of disputes and the number of workpeople involved were greater than in 1906, and there was also an increase in the amount of time lost, none of the disputes were so serious in their results as certain of those that occurred in the preceding year. A stoppage of work which occurred in the coal mines of Alberta and Eastern British Columbia involved 3,450 men and caused embarrassment to transportation and metalliferous mining interests through the scarcity of fuel which resulted. Apart from this, the localities which suffered most from trade disputes were Springhill, N. S., and Toronto, Ont. In the former place a strike of about 1,250 coal miners continued from August 1 to October 31, causing a shortage of coal throughout the Province. In Toronto, building operations were impeded for many months by a general strike of plumbers, which began on May 17, and which had not reached a definite settlement at the close of the year.

Cold weather and the unusually heavy snow fall caused some inconvenience and loss to industry in the North-west provinces and in British-Columbia during January and February. The most serious embarassment ensued in connection with the supplying of fuel to towns in

* A special article ,with tables and diagrams, dealing in full detail with the trade disputes of the year, is published elsewhere in the present issue.

Southern Manitoba and Saskatchewan†. Range cattle also suffered, and railway and lumbering operations were hampered.

The collapse of the Quebec bridge on August, 29, causing the loss of over sixty lives, a heavy property loss, and a serious delay in the industrial development of the country, was the chief disaster of the year in Canada.**

Conditions in the Industries and Trades.

Conditions of employment during 1907 in the several industries and trades throughout Canada may be briefly summarized as follows:—

Agriculture.

In the agicultural industry, the total yield was less than in 1906. There was a falling off in the more important agricultural provinces, including Ontario Manitoba, Saskatchewan and Alberta; in the Maritime provinces, Quebec and British Columbia, however, conditions on the whole were more favourable than in 1906. More detailed information with regard to conditions, crops, etc., during the year is as follows:—

The favourable weather which prevailed during the autumn of 1906 enabled a large area to be prepared for seeding. The winter which followed was also favourable, good snow roads permitting active progress with the marketing of grain and produce, and the cutting and hauling of cordwood. In portions of the Northwest Provinces, the snowfall was heavier than usual, causing some loss to cattlemen on the ranches of Alberta. The spring opened late, and seeding was delayed by from 12 to 15 days throughout Canada, as compared with 1906, (which in turn was somewhat later than the year 1905) not being completed in western Canada until the opening week of June. A succession of cold and mild intervals in the months of April and May caused damage to fall wheat, clover and pastures. The area seeded was less extensive than in 1906, though returns from the Province of Saskatchewan showed a considerable increase. The falling off was chiefly noted in the area devoted to wheat, the coarser grains showing an increased acreage compared with 1906. The seed bed, however, was in good condition, and a period of warmth and moisture in June and July promoted rapid growth. The month of August was less favourable, drouth occurring in southern Manitoba and over a considerable area in Ontario and Quebec, with resulting damage to the grain and fruit crops, and to the dairying industry. The harvest in western Canada was on the whole 20 days later than that of 1906, and as a result, an unusual amount of damage was caused by early frosts. During the early autumn months, the rainfall was heavier than usual in Quebec, and in the Maritime Provinces, and interfered seriously with the harvest. The damage done to hay and potatoes was considerable. In western Canada, however, and in Ontario, the weather continued mild until an unusually late period, and enabled good progress to be made with fall ploughing and marketing. In connection with the marketing of the western wheat crop, the supply of cars was more adequate than in 1906, the chief obstacle to the rapid forwarding of the crop being the stringency in the money market, which caused some embarrassment at points of transhipment on the great lakes.

With regard to the total grain yield of the Dominion, no final estimate of an official nature had been made up to the close of the year. The consensus of opinion was that there would be a considerable falling off in the wheat yield of western Canada, especially in the higher grades. On the other hand, the coarse grains will show a heavy increase compared with 1906. Wheat, clover and potatoes were very light in Ontario, and oats and barley were below the average. Nova Scotia, Prince Edward Island and Quebec reported a more favourable crop than in 1906,* and in British Columbia, good progress was made in several bran-

‡ See special articles published in the *Labour Gazette* for August, p. 208; for September, p. 304; and for October, p. 442.

** A special article dealing with the disaster was published in the September issue of the *Labour Gazette* at p. 317.

(*) See openng article in December, 1907, issue of the *Labour Gazette*.

ches of the industry. In Quebec, the crop on the whole showed an increase of five per cent, there being a decrease in the grain yield, but an increase in hay and fodder.

Prices for all classes of farm produce were on an exceptionally high level throughout the year. Wheat advanced to one dollar per bushel in several localities during June, and the advance was well maintained. Hay sold as high as $22 to $28 at many points, while butter and eggs were higher than in several years past throughout the autumn season. On the whole, it was estimated that the monetary return from the crops of 1907, notwithstanding the decline in the output, would equal that of 1906.

In the stock-raising branch, the long and severe winter, the high price of fodder of all kinds and the poor pasturage exercised an unfavourable influence. Marketing in Ontario was on an exceptionally heavy scale during the autumn months, with the result that prices declined. Hog-raising in Ontario received a check. An effort was being made in the closing months of the year to secure the damaged portion of the western wheat crop for feed purposes in Ontario.

Dairying in Ontario and Quebec had a less active year than in 1906, owing chiefly to the late opening of the spring, the bad condition of pastures and the high price of feed. The season's shipments of cheese and butter from Montreal, Que., showed a considerable falling off compared with 1906†. Additional cow-testing associations, under the auspices of the Department of Agriculture, Canada, were organized in several localities, with excellent results for the industry. In Quebec, further health regulations were enforced during the year, and in Ontario, means were taken to lessen the amount of Sunday work performed in cheese factories and creameries. The industry made rapid progress in British Columbia during the year, 19 co-operative dairying associations being reported in operation.

The fruit yield was only fair. Grapes were a very heavy crop and apples were a good crop, though the drouth in August caused damage. Favourable reports were received from the co-operative apple-packing associations in operation in Ontario and British Columbia. Pears were a failure and peaches were a light crop. The crop of small fruits was also light. The season was exceptionally free from insect pests.

From the standpoint of the employment of labour, conditions varied considerably with the season. A marked scarcity of labour prevailed during the spring and early summer months, with wages higher than in the corresponding period of 1906. The number of immigrants distributed in Ontario and elsewhere by the Dominion and Provincial governments was larger than in any previous year. Later in the year, however, the demand was less active, except in portions of Quebec and the Maritime provinces. In connection with the harvesting of the western crops, some 21,000 harvesters from eastern Canada were employed, as compared with 24,000 in the preceding year. Wages were well maintained. In the autumn months, the supply of labour was more abundant than in the corresponding period of 1906, and wages were somewhat lower.

Fishing.

In the Maritime provinces, though the season was late in opening, catches were heavier and prices higher during 1907 than in several years past. The bank and deep sea fishing fleets had an exceptionably favourable year, and the quantity of cod, halibut and haddock taken was abundant. The inshore fisheries also made good catches, herring and mackerel being plentiful. Trade in fish from Cape Breton to the United States increased considerably during the year. The lobster fishermen sustained some damage to gear through drift ice during the spring, but later made some good catches, prices being very high. Good catches of sardines and gaspereaux were made by the New Brunswick fishermen. The catch of salmon was below that of the exceptionally heavy return of 1906. Dog fish caused damage during

(†) See opening article in December issue of *Labour Gazette*.

the autumn, though the reduction works at Canso and elsewhere were in active operation. The supply of oysters was limited, and prices were unusually high. The tom-cod season on the St. Lawrence was favourable. On the great lakes catches were light. Great activity prevailed during the winter in the northern lake fisheries of Saskatchewan and Alberta, hundreds of men and teams being employed in catching and forwarding the product. The restrictive regulations applying to lake fisheries in western Canada were amended, with a view to the conservation of the local fish supply.* In British Columbia, the pack of sockeyes was very light, being considerably below that of last year, and less also than that of four years ago. About 3,000 fishermen were employed, as compared with 5,500 last year; the rate of wages was the same, but individual earnings were estimated at only $50 per head, compared with $100 last year.‡ Good catches of springs, cohoes, and humpback salmon were reported. Prices in the British market were upward. Fewer traps were operated off Vancouver Island than last year. The catch of herring at Nanaimo was much heavier than in 1906, and more men were employed in the industry than ever before. The sealing operations in Behrings Sea were less successful than in 1906, the total catch being 5,235 skins, compared with 9,900 last year. The whaling industry off Vancouver Island had an exceptionally prosperous year; catches were unprecedentedly large, and extensive additions were made to the number of vessels employed and to the size and number of the reduction establishments on Vancouver Island.

The demonstrations conducted under the auspices of the Department of Marine and Fisheries, Canada, in the Scottish method of curing herring, were repeated during 1907.*

The British Columbia Fishery Commission held sessions during July, and completed the taking of evidence in December.

The commission appointed to investigate the fisheries of western Ontario completed its enquiry in Georgian Bay waters and held sittings during the autumn at points on the north shore of Lake Erie.

Lumbering.

The winter season of 1906-07 in the woods was very active in Ontario and the Eastern Provinces. Weather conditions were favourable, and the cut showed an increase compared with the preceding year. The heavy snowfall hampered operations in Northern Quebec and the North-West provinces, and the number of railway ties cut in the latter was less than the demand; but in Nova-Scotia the opposite conditions prevailed, with labour scarce. The spring was backward, as compared with 1906, but the high water in the streams enabled exceptionally rapid progress to be made with the drives. Men were scarce for this employment, and wages were advanced. The season in the mills was favourable, the time lost in May being made up at the close. The cut was somewhat larger than that of the previous year. The preparations made during the autumn months for the cut of the coming winter season were on a much less extensive scale than in 1906. The high price of supplies, the decline of prices in the British Market, and the falling of in the demand for lumber for home consumption were stated to be the leading causes. Wages of employees in the camps were from $5 to $10 less than in the previous year and the outlook is for a diminution in the cut.

The total exports of lumber from Montreal to Great Britain and the Continent during the past season amounted to 113,996,314 feet. For the season of 1906 shipments totaled 146,765,423 feet.

In British Columbia, the year was unprecedentedly active, both in the camps and mills, up to the month of September. The revenue derived from royalties, leases, licenses, etc., was the largest in the history of the province. Wages, also, were higher than ever previously recorded. With the falling off however, in the demand for lumber in the

(*) See *Labour Gazette* for June, 1907, page 1328.
(‡) See *Labour Gazette* for November, 1907, page 587.
(*) See *Labour Gazette* for June, 1907, page 1328.

prairie provinces, caused by the cessation of building which followed the money stringency, conditions during the autumn became very inactive throughout the province, most of the mills closing down and the men returning from the camps.

Trade conditions were uniformly buoyant throughout the year until the closing months. Prices, which advanced in the winter, were maintained on a high level, and no general reductions were reported, notwithstanding the decline in the demand which occurred in November and December.

In connection with lumber prices in Western Canada, a select Committee of the House of Commons conducted an inquiry into the operations of an alleged illegal combine of manufacturers and dealers. A report was presented to the effect that the prices charged were excessive, and that a combination in restraint of trade existed. Proceedings were taken later by the Government of Alberta under the Criminal Code at Edmonton, Alta., and a fine of $5,000 imposed*.

Action was taken by the Provincial Board of Health of Ontario, looking to the improvement of sanitary conditions in lumber camps in the remote districts of the province†.

Annual conventions of various lumbermen's Associations were held and reported favourable conditions. A provincial forestry convention was held at Fredericton, N. B., during February, and the annual meeting of the Canadian Forestry Association at Ottawa, Ont., during March. The British Columbia Lumbermen's and Forestry Association was reorganized at Vancouver.

Mining.

Employment was less continuous in certain branches of the mining industry than in 1906, though the output was in several important districts and departments heavier than in any previous year. The Nova-Scotia collieries were hampered by the late opening of navigation and by drift ice during the month of May, and shipments to the St. Lawrence markets accordingly showed a falling off, notwithstanding that the fleet employed was the largest and most efficient in the history of the industry and that the mines were worked to the utmost capacity possible during the remainder of the year. Some scarcity of labour of the less skilled grades was experienced during the late summer and early autumn. A labour disturbance at Springhill, N. S., still further reduced the output. Metal mining in Nova Scotia was quiet. In New Brunswick the development of certain iron areas was in progress during the autumn. The asbestos mines of Quebec, had the busiest year ever recorded, operations being carried on during the winter months to an extent never before attempted, with labour in active demand throughout most of the year. Mica mining was also very active up to October, when unfavourable conditions in the foreign market caused the closing of a number of mines and factories. At Cobalt, Ont., the spring months were very active, but a strike which occurred during July affected the output for several weeks; later in the year shipments showed an increase. Extensive development work and installation of machinery were effected. The Larder Lake district was actively prospected. In the Eastern counties of Ontario, and in the oil producing sections of the south west, the year was favourable, several additional strikes being reported. North of Lake Superior, the Atikokan iron mines shipped their first product to the company's furnaces at Port Arthur. In Alberta and British Columbia, conditions varied considerably at different periods of the year. After an exceptionally busy winter season in the collieries, a stoppage of work which occurred during April, as a result of the failure of negotiations between the operators and workmen employed in the coal mines of Alberta and Eastern British Columbia, was the cause of widespread embarassment. The domestic fuel supply was low in the districts de-

* For detailed statements re proceedings in this case, see the *Labour Gazette* for March, April, May, September, December at pp. 935, 1051, 1178, 250, 631, and 740, respectively.

† See the *Labour Gazette* for May, 1907 p. 1178.

pendant on these mines; the railway lines were in a congested condition from a prevailing shortage of cars and the heavy immigration and freight movement and were urgently in need of steam-coal; and the smelters which treat the ores of the metalliferous mines of British Columbia were short of coke. The dispute was settled under the Industrial Disputes Investigation Act, 1907, which had gone into effect during March. Immediately thereafter, production in the collieries became very heavy, being limited only by the supply of labour and cars obtainable, the former, in particular, being exceedingly limited. The smelters and metal miners were also enabled to resume activity. Wages in these branches in view of the prevailing scarcity of men, were materially advanced on July 1. On Vancouver Island the collieries were worked to full capacity throughout the summer and autumn seasons, with labour in demand. The pay roll in all of these was heavier during this period than in any previous year, notwithstanding that a shortage of coke caused considerable embarassment at the smelters during September and October. This was later made the subject of an investigation by the provincial Department of Mines, but as the supply was by that time adequate no further action was taken. In the closing months of the year, fluctuations in the prices of copper and silver caused a marked falling off in activity in the Kootenay districts. A number of mines and smelters closed down, and the staffs of others were reduced. Wages also, at Rossland and elsewhere were reduced to the rates in force prior to July 1. With the increase in the supply of labour thus obtainable the shortage at the Crow's Pass and Vancouver Island collieries was relieved. Reports with regard to the gold output of the Atlin Lake mines were favourable, but returns from the Yukon were smaller than in 1906.

A Royal Commission was appointed by the Government of Alberta to investigate and report on all matters concerning the relations of employers and employees in the coal mining industry of the province*.

A Department of mines was created by the Dominion Government during 1907†.

Manufacturing.

The pronounced activity and expansion of manufacturing, which was so marked a feature of the year 1906, was continued during the first half of 1907. Establishments in nearly every branch and locality were running to full capacity, with orders well ahead. Overtime was worked to an unprecedented extent, and staffs were largely augmented. Heavy additions to factory room and equipment were made. While these conditions may be said to have been general, they were especially noticeable in plants engaged in the production of heavy goods. The output of iron and steel, portland cement, etc., was larger than in any previous year. The expansion of textile establishments was very marked. The large flour milling companies also had the most active year in their history. The shipbuilding industry of Canada had a very favourable year. The largest boat ever built in Canada was launched at the yards of the Collingwood Ship Building Company. After the month of July, however the stringency in the money market began to be felt over a considerable area, in the way of checking the expansion in equipment and output previously in progress. Later the shortage in the western crop affected payments, though orders continued heavy for some time. A general tendency to lessen production was noted in the closing months of the year, factories in several important centres having reduced their staffs or having adopted shorter hours. Wages which were upward during the first nine months of the year were downward at the close.

In connection with power development, arrangements were further advanced for the distribution of Niagara

* A copy of the report of the Commission was published in the *Labour Gazette* for September, 1907, at p. 304.

† See the *Labour Gazette* for May, p. 1252.

Power throughout western Ontario. Power from this source was delivered for the first time in Toronto, early in 1907. By-laws to enable municipalities to participate in the project of the Hydro-Electric Commission were submitted at various points. At Chignecto Mines, N. S., a power plant for the distribution of electrical energy to Amherst, N. S., was inaugurated on August 1. This was the first plant of the kind in America to be located at the mouth of a coal mine. At several points in Western Canada electrical power has been developed.

Railway Construction.

Nothwitstanding the late opening of the season of activity and a scarcity of certain necessary material, principally railway ties, the extent of railway construction operations in progress was greater than in any previous year. During the opening months of the year, operations were for the most part suspended, though extensive rock-cutting was completed on the La Tuque branch of the National Trancontinental Line. Large quantities of material were assembled and arrangements made for the supply of labour.

Additional contracts for the construction of 457 miles of road were awarded by the Commissioners of the National Transcontinental Railway during March, 1907. In February some important contracts for bridges were let, and in November, two large contracts for steel rails. According to the report of the commissioners the total expenditure during the nine months ended March 31st amounted to $5,537,867, of which $224,-880 was spent for supplies.

With regard to the extent of operations in progress in connextion with the National Transcontinental line during 1907 the following statements were furnished to the Department in the closing week of December, by courtesy of the secretary of the commissioners of the Trans-Continental Railway and the general manager of the Grand Trunk Pacific Railway Company respectively:

I.—*On Eastern Divisions.*

(1) The total number of miles on the Eastern Division under construction is 860.

(2) Number of miles finally completed nil.

(3) Number of men employed by contractors about 12,000.

(4) Number of horses employed by contractors about 2,000.

(5) Paid to contractors to Dec. 24th 1907 about $11,000,000.

(6) Paid for rails and fastenings to Dec. 24th 1907, about $1,500.000.

(7) Paid for railway ties to Dec. 24th, 1907, about $260,000.

(8) Paid for supplies to Dec. 24th 1907 about $140,000.

II.—*On Western Divisions.*

1. The Grand Trunk Pacific, Railway, Winnipeg to Prince Rupert, will be approximately 1740 miles in length. The Lake Superior Branch, extending from Fort William to Lake Superior Junction, on the Main Line of the Eastern Section (or the Transcontinental Railway) will be 200 miles long. Of this total mileage of 1940 miles, there is at present 1000 miles under actual construction, including the entire Lake Superior Branch, and the Main Line between Winnipeg and Edmonton.

2. About 880 miles of grading has been completed, and 470 miles of rail laid of which 200 miles is ballasted.

3. During last year there were employed in connection with the construction work over 22,000 men and about 6,000 animals; the expenditure in labor and material being in the neighborhood of $12,000,000.00.

Labour in connection with the above was scarce during the summer months but was more abundant after the conclusion of harvesting.

It was stated that the C, P. R. Co., had 747 miles under construction, west of Lake Superior. The C. N. R. Co., had extensive banch lines under construction in Ontario, Quebec and New-

Brunswick, as well as in the North-West provinces throughout the season of activity, the total mileage exceeding 800 miles. The Temiscaming and Northern Railway was extended to within 52 miles of its junction with the National Transcontinental. The Grand Trunk Railway Company carried out some important double tracking and other improvements in Ontario.

Heavy additions were made to rolling stock during the year by the I. C. R., C. P. R., G. T. R., C. N. R., and other Companies.

The outlook at the close of the year was that operations during 1908 in the way of increasing the milege and equipment of Canadian railways would equal or exceed those of the past year.

General Transport.

Railway employees of all classes had a very busy year. The heavy snow-fall in western Canada hampered operations during the winter and spring months. Later, however, the movement of western grain became very heavy. The amount of general merchandise in transit was greater than ever before recorded. The tourist trade was larger than in 1906, and the unprecedented volume of immigration, above referred to, correspondingly increased the business of the railways. The earnings of railway companies, as a result, reached a higher point than ever before recorded, while the annual reports of all showed the largest amount of business in the history of Canada. The number of employees engaged was larger than in any previous year, and men of several classes were in demand over a large portion of the year. Wages were strongly upward, no less than 25,000 railway employees having received substantial increases in Canada in the second quarter of the year alone.

The supply of cars was better maintained by the railways than in 1906, though a shortage pervailed in Western Canada at certain periods of the year. Investigations were conducted by the Railway Commission into the state of the equipment of the Canadian Pacific and Canadian Northern Railway Companies, and orders given to remedy certain deficiencies that were found to exist. The Commission also issued an important order with reference to the use of safety appliances, besides directing the attention of the Attorney-Generals of certain of the provinces to cases in which the negligence of railway employees had led to fatal accidents. A number of prosecutions of employees were made in this connection.*

The adoption of a new code of railway rules was discussed by the Board with representatives of the different companies and classes of employers at different times, a special meeting for the purpose having been held in February.

Street Railway Companies reported at Montreal, Ottawa, Toronto, Winnipeg, Vancouver, Victoria, and other points the largest earnings in their history.

Navigation was late in opening†, and the presence of drift ice for some time after in the St. Lawrence River and elsewhere curtailed shipments in the opening weeks of the season. Traffic on the great Lakes and through the Canadian Canals, was very heavy, the fleets engaged having largely increased their numbers and tonnage. The following is a comparative statement of traffic through the Sault Ste. Marie Canals during 1906 and 1907:—

Items.	Season 1906.	Season 1907
Vessels, total number	22,155	20,437
Lockages, number	14,523	14,020
Tonnage—		
Registered, net	41,098,324	44,087,974
Freight, net	51,751,080	58,217,214
Passenger number	63,033	62,758
Coal:		
Hard, net tons	1,011,375	1,506,668
Soft, net tons	7,728,255	9,893,427
Flour, barrels	6,495,350	6,524,770
Wheat, bushels	84,271,358	98,135,775
Grain, bushels	54,343,155	43,463,338
Manf. & pig iron, net tons	391,105	307,941
Salt, barrels	468,162	460,802
Copper, net tons	107,633	89,959
Iron Ore, net tons	35,357,042	39,594,944
Lumber, M. ft. B. M.	900,631	649,320
Building Stone, net tons	6,222	898
General Mdse. net tons	1,134,851	1,022,654

The decrease in lockages and number of vessels, together with the increase in

* See the Labour Gazette for May p. 1181, and November, p. 615.

† See *Labour Gazette* for May, p. 1181, for dates at which navigation opened at the leading Canadian ports.

tonnage, reflects the tendency to increase the size of the vessels engaged in the lake traffic.

Navigation closed at Fort William, Ont., on December 10th. Vessel arrivals for the year were 921 and departures 968, compared with 858 arrivals and 854 departures last year.

Ocean navigation closed at Montreal on November 29th. The aggregate of grain exported showed a large gain compared with 1906, the total being 32,021,016 bushels in 1907 compared with 25,953,876 in 1906. There was a falling off in cattle and dairy produce, but gains in flour and apples. Passenger traffic and customs revenue for the year showed a large increase compared with 1906. The volume of freight traffic was also larger, and the harbour revenue showed an increase of $8,500 on imports, though dues on exports showed a falling off. There was a decrease of 80 in the number of ocean-going vessels entering the port, and a decrease in tonnage of 48,748. The total number of vessels which entered the port was 740, representing a tonnage of 1,924,475. The average number of men employed daily on the wharves was 786, compared with 742 in 1906. The season extended from May 2nd to November 29th; last year it extended from April 29th to December 2nd.

The winter shipping season at St. John, N. B., showed a falling off in exports owing to the severe weather and car shortage in western Canada. The number of passengers and the volume of imports increased.

The Trades.

Building.—During the first half of the year, building operations were fully as extensive as in the corresponding period of 1906, which was the largest building year in the history of Canada. The money stringency and high price of materials, however, caused a falling off in activity, especially in western Canada, during the autumn months. At Toronto and Winnipeg, in particular, the number and value of buildings under construction were less than in 1906. In December, work was generally confined to the finishing of contracts. The winter season of 1908 promised to be less active for inside workers than that of 1907.*

Metal and woodworking.—The several branches employed in manufacturing establishments had a very busy year, up to the month of October. In November and December, employment was less active, and some operatives were out of work. Coopers had a good year. Electrical workers and linemen were busy owing to extensions in the telephone system that were carried out in the Northwest Provinces.

Printing.—The allied trades had a busy year, with men in demand in several of the cities, conditions being fully as active as in 1906, except in the closing months. Bookbinders were very busy. Important trade agreements involving increases in scale went into effect at Montreal and Toronto.

Clothing.—Tailors and garment workers were well employed. Glove-makers reported a larger output than ever before recorded. Boot and shoe workers were less active than in 1906, though the year was a busy one at many points.

Textile.—The year was very active for employees in textile establishments, staffs being augmented and the wages of over 10,000 workpeople in cotton mills being advanced.

Leather.—Tanners were affected by the fluctuations in the price of hides, and production was adjusted to the immediate needs of the market. Other leather workers had an active year.

Food and tobacco preparation.—Butchers, bakers, etc., were well employed. Confectioners reported a somewhat smaller volume of business than in 1906. Cigar makers and tobacco workers had a good year. Ice handlers had a very favourable year.

Miscellaneous. — Miscellaneous employees, including barbers, hotel and restaurant employees, laundry workers, theatre employees, etc., had a good year, the heavy tourist traffic having improved employment during the summer months. Domestic servants were very scarce, though the supply was increased during

* A statistical review of building operations in the several cities will be published in the April, 1908, issue of the *Labour Gazette*.

November and December by the decline in factory employment.

Unskilled labour.—General labour was in very active demand throughout Canada during the spring and summer seasons. The extensive railway construction operations and civic improvement works in progress, together with the pronounced activity of the mining and other industries, absorbed all of the available supply, and additional men could have found employment. The scarcity was especially felt in the metal and coal mines of British Columbia during the early summer, and in the collieries of Nova Scotia during the early autumn. Wages were on the high level established in 1906. With the completion of harvesting, however, labour became more abundant, and in the closing months of the year was in excess of the demand, with wages downward. At Toronto, Winnipeg and Vancouver, there were a large number of unemployed during December.

Canadian Trade and Revenue.

Canadian foreign trade showed a gain of approximately $25,000,000 during 1907, compared with 1906. The gain was wholly in imports, exports having shown a slight falling off. Canadian products found favourable markets in Great Britain and throughout the Empire.

Domestic trade, notwithstanding the stringency in the money market, was on the whole as active as in 1906, the volume of general merchandise in transit on the railways having been greater than in any previous year. There was a decline in activity during the autumn months, but the Christmas trade was very heavy, equaling that of 1906, at many points. Collections were slow, especially in the second half of the year.

Canadian securities were on a lower level than in 1906, though banking profits and industrial earnings were the largest on record. The year was one of anxiety throughout the financial world, and of acute panic in the United States. The Canadian banks, however, withstood the pressure of the external situation exceedingly well. Mining and land speculation were reduced in volume, and the general financial situation was regarded with confidence at the close of the year. Bank clearings showed a gain in every Canadian city, compared with 1906, the total increase being $256,410,687.

The revenue of the Dominion was approximately $10,000,000 larger in 1907, than in 1906, which in turn was larger than that of any year. Provincial, municipal, and other public revenues were also large.

Proceedings of Labour Organizations, Employers' Associations, etc.

From returns received at the Department of Labour to December 31, it would appear that 218 labour organizations were formed during 1906, and 59 dissolved(*). By provinces the record was as follows:

Provinces.	Unions Formed.	Unions Dissolved.
Nova Scotia	12	1
New Brunswick	7	1
Quebec	45	11
Ontario	91	33
Manitoba	5	4
Saskatchewan	11	1
Alberta	25	2
British Columbia	22	6
Total	218	59

In a directory of Canadian Labour organizations published in the *Labour Gazette* during 1907, some 1,681 organizations of all kinds were included, of which 8 are congresses and national associations issuing charters, 49 are trades and labour councils, 31 are federations of trade unions and 1,593 are trades unions or other local associations of employees. (1)

Conventions of the Trades and Labour Congress of Canada, and of the National Trades and Labour Congress of Canada

(*) A special article with statistical tables giving revised and detailed returns relating to the formation and dissolution of labour organizations in Canada during 1907, will be published in the February, 1908, issue of the *Labour Gazette*.

(1) Full reports of the proceedings of these conventions, including copies of the more important resolutions passed, were published in the *Labour Gazette* for October, 1907, at pages 421 and 432 respectively.

were held during September at Winnipeg, Man., and Glace Bay, N.S., respectively. The membership of the former was reported to be 32,997 compared with 27,767 in the previous year, while the number of unions affiliated with the congress increased from 448 to 515. A number of important resolutions relating to the condition of labour were passed at these meetings(2.) The Fishermen's Union of Nova Scotia and the Canadian Society of Equity held important conventions at Halifax, N.S., and Edmonton, Alta., respectively. The first annual convention of the *Federation of Textile Workers of Canada* was held at Montreal, Que.

The Canadian Manufacturers' Association held its thirty-sixth annual meeting. The total membership on July 31, 1907, was reported to be 2,189 an increase of 85 compared with 1906.(3) Important meetings were held by the Montreal and Toronto branches.

Labour Legislation—The Industrial Disputes Investigation Act, 1907.

The most important legislation enacted during the year affecting industrial and labour conditions was the Industrial Disputes Investigation Act, 1907, which became law on March 22. A brief review of the operations of the Act to the close of the year will be of interest. The object of the Act, it will be remembered, as set forth in the complete title is, "to aid in the prevention and settlement of strikes and lockouts in mines and industries connected with Public Utilities," and provide that in the event of differences between employer and employees in any of the industries indicated, before it becomes legal to declare a strike or lockout, an investigation into the differences shall take place before a Board of Conciliation and Investigation established according to the provisions of the law. Pending the proceedings before the Board there can be no change affecting the conditions of work or wages. Penalties are provided under the Act for those who bring about or aid in bringing about a strike or lockout contrary to the provisions of the Act. It is not intended that the findings of the Board of Conciliation and Investigation to which the differences are referred shall be compulsory, but it was believed that the more serious aspects of an industrial struggle might in many cases be averted if the participants were given an opportunity of adjusting their differences before a tribunal of the character instituted under the Act, and with the aid of the members of such tribunal. The Board is required to effect by conciliation an agreement between the disputants if possible, and if an agreement is impossible, then to investigate the matters of difference and report thereon to the Minister with recommendations for settlement, securing such witnesses, documents, etc., as may be necessary for the purposes of the enquiry. The Board is constituted of three members, two appointed on the recommendation of the respective parties to a dispute and the third on the joint recommenadtion of these members, or in the absence of such joint recommendation, by the Minister of Labour.

From the enactment of the measure until the end of the year there had been thirty-one applications for Boards of Conciliation and Investigation. A number of these related to disputes in industries other than coal mines and public utilities and not therefore expressly included within the provisions of the Act, though by a special clause the machinery of the Act may be invoked in such cases should both parties concerned be agreeable to such a course. In the case of several applications of this nature the consent of both parties not having been obtained no Board was established. In the case of a number of further applications the existence of the Act exerted a conciliatory influence on negotiations between the disputants and settlements were reported before the establishment of the Board had been effected. In twenty-two cases boards have been established. With regard to four of these the proceedings of the Boards were unfinished at the end of December.

(2) See *Labour Gazette* for November, 1907, p. 492 and December, 1907, p. 637-

(3) A report of the proceedings of this convention was published in the October, 1907, issue of the *Labour Gazette*, p. 437.

Formal agreements were effected in eleven cases and informal settlements in five other cases. In the case of the two remaining Boards, both of which related to differences between the same disputants, the differences remained unsettled by the investigation before the Board, and a strike occurred which continued for three months and ended in a resumption of work on lines recommended by the Board. In three cases also in which no Board was established, settlements were reported which were directly attributable to the influence of the Act, making in all 19 disputes adjusted by virtue of the Act.

The disputes referred under the Act during these first nine months of its operation, during the earlier portion of which period its provisions were but imperfectly known, have directly affected considerably over twenty thousand men and many millions of dollars of capital apart from the vast interests indirectly, affected, and the great public interests at stake in several instances. Of the the disputes referred under the Act, fifteen related to the coal mining industry in the provinces of Nova Scotia, Alberta and British Columbia, and seven to differences between railway companies and various classes of their employees. The remaining disputes affected longshoremen in Nova Scotia and Quebec, metal miners in British Columbia and Ontario, and cotton operatives in Quebec. Proceedings in connection with the various Boards, and the text of the various reports to the Minister of Labour have appeared from month to month in the *Labour Gazette*.†

Other Legislation.

In addition to the above, several other important enactments affecting labour were passed by the Dominion Parliament and the different provincial Legislatures. Among measures enacted by the former were, an act establishing a provident fund for the benefit of the employees of the Intercolonial and Prince Edward Island Railways; an act for the protection of the wages of labourers engaged in the construction of the National Transcontinental Railway; an act providing for the inspection of meats and canned foods; an act providing for the revision of the Customs tariff including a revision of the clauses having reference to conspiracies and combines; providing for the payment of bounties on the manufacture of steel and iron; to encourage the establishment of public cold storage warehouses; creating a Department of Mines; providing for the preservation of the peace in the vicinity of public works; and providing for the deportation of prohibited immigrants; together with a large number of Acts relating to railway companies and transportation. Among bills which were introduced during the session, but which were not finally passed, were a bill respecting the establishment of industrial and co-operative societies, a bill to limit the hours of labour in connection with contracts for public works; a Bill in the form of an Amendment to the Conciliation Act, 1900, providing for the imposition of a fine of $100 in the case of an alien intervening in a strike or lockout, existing or apprehended, between employers and employees, or between different classes of employees in Canada; a bill providing that masters and mates on Canadian vessels shall be British subjects; that workmen be allowed time to vote at elections; that barges be subject to inspection; and that additional restrictions be inserted in the Steamboat Inspection Act. The subject of the establishment by the Dominion of a system of old age annuities was discussed in the Senate on the basis of an arrangement outlined by the Hon. the Minister of Trade and Commerce. (1)

In the Province of Ontario, Acts were passed by the Legislature relating to the licensing of stationary Engineers, the status of the Hydro-Electric Power Commission, the encouragement of metal refining and smelting, and affecting mines, public utilities, fisheries, etc. (2). A special com-

† The text of the act and a special article dealing with the scope and machinery of the act were printed in the issue of the *Labour Gazette* for April, 1907.

(1) A review in detail of the Legislation of the Dominion Parliament during 1907, was published in the *Labour Gazette* for April, p. 1118 and for May, p. 1248.

(2) See the *Labour Gazette* for December, 1907, p. 690.

mittee of the Legislature conducted an investigation into the administration of the law with regard to the employment of child labour (3).

In Quebec legislation was passed further regulating the employment of women and children in industrial establishments and the inspection of steam boilers, and amending the acts with reference to the formation of co-operative associations, the Montreal Firemen's Benefit Association, the issuing of timber licenses and the taxation of companies, partnerships, etc. An act was passed authorizing the appointment of a special commission to report with respect to the prevention of industrial accidents and the legal remedies therefor. (4).

The Nova Scotia Legislature passed important acts for the protection of coal miners, regulating the employment of stationary engineers, establishing a system of technical education for the province and providing for the appointment of a "Secretary of Industries and Immigration." The appointment was authorized of a commission of three members to examine into and report upon the feasibility of adopting some scheme providing old age pensions for workmen, and report on the organization and administration of existing miners' relief societies(5).

In New Brunswick, the legislation of the year included acts providing for the organization and incorporation of fishermen's unions, the housing of miners, the encouragement of agriculture, the amendment of the Workmen's Compensation Act, and Government ownership and regulation of the telephone systems (6.)

The Legislature of Manitoba passed Acts for the protection of children, the establishment of Municipal telephone systems and of government telephone and telegraph systems, the operation of Municipal coal and wood sheds, the early closing of drug stores, and the amendment of the Manitoba Railway Act (7). By resolution of the Legislature during February, 1905, government contracts will in future, contain clauses securing the payment of fair wages to workmen, and for the prevention of abuses arising from the sub-letting of contracts (8).

A Mechanics' Lien Act, together with some important legislation with reference to the taxation of corporations, were passed in Saskatchewan (9).

The Alberta Legislature passed amendments to the Railway and Steam Boilers Acts. Acts for the taxation of corporations, the destruction of noxious weeds, and the incorporation of Dairymen's Associations were also assented to (10).

In British Columbia, the most important act affecting labour passed in 1907, was one providing for the adoption of the eight-hour day in smelters. Other acts of the year had reference to Mechanics' Liens, the protection of children, the protection of timber, trade licences, and the taxation of industrial and other undertakings (11).

Royal Commissions.

On February 2nd, a Royal Commission was issued to Mr. W. L. Mackenzie King, Deputy Minister of Labour, and Judge Winchester for the purpose of enquiring fully into a strike of telephone operators in the employ of the Bell Telephone Co., at Toronto, Ont. The enquiry was begun on February 4th, and was continued until February 18, some 71 witnesses being examined. The Company on the latter date agreed to a working period of seven hours per day, arranged so as not to continue at any time for a longer period than two hours at a stretch. The report of the Commission was later presented to Parliament‡.

A Royal Commission was appointed by the Dominion government to enquire into the causes of the collapse of the Quebec bridge, and held a number of sessions for the taking of evidence. No report had been made up to the end of the year.

(3) See the *Labour Gazette* for April, 1907, p. 1122.
(4) See the *Labour Gazette* for June 1907, p. 1384.
(5) See the *Labour Gazette* for July, 1907, p. 70.
(6) See the *Labour Gazette* for August, 1907, p. 186.
(7) See the *Labour Gazette* for May, 1907, p. 1258.
(8) See the *Labour Gazette* for March, 1907, p. 1007.
(9) See the *Labour Gazette* for November, 1907, p. 548
(10) See the *Labour Gazette* for November, 1907, p. 544
(11) See the *Labour Gazette* for August, 1907, p. 184.

‡ See the *Labour Gazette* for March, 1907, page 984 for statement of origin and settlement of strike.

A Royal Commission was appointed by the Dominion Government to enquire into and report on conditions in the Civil Service of Canada. Sessions were held for the taking of evidence at Toronto, Ottawa and Montreal.

A Commission appointed by the Government of the Province of Quebec conducted an enquiry into the question of industrial accidents, and the means best adapted to afford protection to the victims of such accidents and to the public in general. Representations to the commission were made by the Chambre de Commerce, of Montreal, and other bodies.

Sessions were held by a commission appointed by the government of the Province of Nova Scotia to enquire into the subject of *old age pensions*.

In Alberta and Manitoba a Commission to investigate conditions in the Beef Industry held sessions during 1907.

Notes.

The number of *factory inspectors* in Ontario was increased to ten.

The first convention on *Irrigation* in Western Canada was held at Calgary, July, 17.

A special committee was appointed by the Ontario Legislature to investigate the subject of *Prison Labour*.

Active steps were taken in Nova Scotia towards establishing a *technical education* system under legislation passed in 1907.

An investigation was conducted by the Board of Railway Commissioners, Canada, into the rates charged by *telephone and express companies*.

The supply of furs in Northern Canada showed a falling off as a result of the severe winter and the unusual depth of snow.

The investigation of the business of the Bell Telephone Company of Canada was conducted by the Board of Railway Commissionners.

Free employment bureaus were opened under the auspices of the Ontario Bureau of Labour, at Ottawa, Hamilton, and London (2).

Steps were taken during 1907 towards the public ownership and operation of telephone systems in Manitoba, Saskatchewan and Alberta (3).

Arrangements for the organization of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund were completed by the Government†.

A special committee of the House of Common's took evidence with reference to *co-operation* during February and March, the Honourable the Minister of Labour being chairman (1).

Regulations were issued by the Dominion Government during August, 1907, for the purpose of enforcing the Act respecting the inspection of meats and Canned Foods. (4)

A provision was enacted during August, 1907, by order-in-council of the Dominion Government with the object of furthering more effectively the purpose of the *Fair Wages* Resolution adopted in 1900.**.

The *Lord's Day Act*, 1906, came into force on March 1, 1907. Action of a special nature was taken by the Attorneys-General of certain of the provinces, by way of pointing out to those charged with the administration of the criminal law the provisions of the new statute, and of defining what the attitude of the Provincial Department would be in the event of prosecutions being undertaken.* The Canadian National Sunday League was organized at Toronto.

(2) A statement with reference to progress made in this connection was published in the *Labour Gazette* for November, 1907, p. 562.

(3) See the *Labour Gazette* for December, 1907, p. 69

† See the *Labour Gazette* for October, 1907, p. 444.

(1) A review of the evidence taken was published in the *Labour Gazette* for May, 1907, p. 1261.

(4) See the *Labour Gazette* for October, p. 442.

** See the *Labour Gazette* for September, 1907, p. 315

* See the *Labour Gazette* for July, 1907, p. 75.

REVIEW OF TRADE DISPUTES IN CANADA DURING 1907.*

THERE was a slight increase in the number of trade disputes in Canada during the year 1907, compared with the previous year. There were in all 149 disputes in 1907, 138 in 1906, 87 in 1905, 103 in 1904, 160 in 1903, 123 in 1902, and 104 in 1901. There was a corresponding increase in the number of employees affected, which amounted approximately to 34,694 in 1907, and 26,014 in 1906. Although in these respects the past year appears to have been more unfavourable than the previous year, in other ways the loss and suffering from trade disputes were not nearly so great. No rioting or loss of life was reported through trade disputes, and no privations were felt by the general public in any way comparable to those undergone in the Provinces of Alberta and Saskatchewan owing to the coal shortage in 1906. A number of strikes were terminated, and many more were averted, in the course of the year, through the operation of the Industrial Disputes Investigation Act, 1907, which became law on March 22.†

The principal disputes of the year were a strike of coal miners in Alberta and Eastern British Columbia, a strike of coal miners at Springhill, N. S., strikes of plumbers and machinists at Toronto, Ont.

Strike of Coal Miners in Alberta and Eastern British Columbia.

During the month of March, a conference was held at Calgary, Alta., between the Western Coal Operators' Association and their employees, for the purpose of drawing up a new agreement to come into force on April 1, when the existing one was to expire. No settlement being reached at this conference, the employees forwarded to the Department early in April an application for the appointment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907. A few days later, applications were sent also by the seven companies who were members of the Western Coal Operators' Association. The Boards were accordingly appointed, and with the consent of the parties interested, were consolidated.

On April 15, some employees of the Crow's Nest Pass Coal Company quit work, and in the course of the week they were joined by the miners of the other companies involved, until there were about 3,450 men idle. On April 19, Mr. W. L. Mackenzie King, Deputy Minister of Labour, under instructions from the Minister of Labour, proceeded to Fernie, B. C., for the purpose of lending his good offices toward securing a resumption of work pending the enquiry by the Boards of Conciliation and Investigation. On May 6, the miners returned to work, an agreement having been signed to be in force for two years.

The Conciliation Boards met on April 30, but as negotiations for a settlement were then in progress, they adjourned from day to day without taking action, and on May 6 they adjourned *sine die*, on receiving information that the agreement had been signed.

Strike of Coal Miners at Springhill, N. S.

On May 8, an application was received at the Department of Labour for the appointment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, to deal with certain matters in dispute between the Cumberland Railway and Coal Company of Springhill, N. S., and their employees. The application was sent by the men, who made a claim for higher wages for "dead work," and for an allowance for "local stone" occuring in pillar work. The report of the Board,

* The information contained in the present article is based on reports received from official correspondents of the *Gazette* and interested parties, relative to trade disputes which occurred during 1907. A comparison is also made with returns obtained in the five preceding years, analysis of which appears in the issues of the *Gazette* for January, 1903, January, 1904, and January, 1905, January, 1906 and January, 1907.

(†) A statement with reference to the enforcement of the act during 1907 is included in the annual review of Industrial and Labour Conditions in Canada during 1907, published in the present issue.

which was made on July 5, supported the contentions of the miners with regard to the first claim, but opposed them in the case of local stone in pillar work; the member of the Board appointed on the recommendation of the men, however, presented a minority report supporting both claims. On July 18, the miners notified the Department that they declined to accept the finding of the Board in the case of stone in pillars, and on August 1, they went on strike to the number of about 1,250 men, demanding payment of 4 cents per yard per lineal inch for this work. On October 31, the strikers returned to work on the terms recommended in the report of the Board.

Strike of Plumbers at Toronto, Ont,

On May 15, a general strike of plumbers took place at Toronto, Ont., in which there were involved about 104 firms and 500 employees. The cause of the dispute was the refusal of the employers to grant a demand for an increase in wages from 37½ to 45 cents per hour for journeymen, and from $6.50 to $8.50 per week for apprentices, and for the employment of union labour only. No definite settlement of this dispute took place, but by the end of September, it was reported that all but 6 important shops had come to terms with the Union. These firms continued to oppose the principle of "closed shops," and gradually filled the places of the strikers, conditions ceasing to be affected about the month of November.

Strike of Machinists at Toronto, Ont.

On June 8, a strike of machinists took place at Toronto, Ont., in which about 50 firms and 750 men were concerned. The dispute arose from a demand of the men for a reduction in working hours from 10 to 9 per day. Many employers granted this demand before the strike was declared, and in the course of the first three weeks of the strike, a number of other firms also conceded the shorter working day, leaving about 400 men still out at the end of June. By the end of August, all but 16 firms had come to terms with the Machinists' Union, and in September, industrial conditions ceased to be affected by this dispute, the places of the strikers having been filled by the firms which had not conceded their demand.

Magnitude of Trade Disputes.

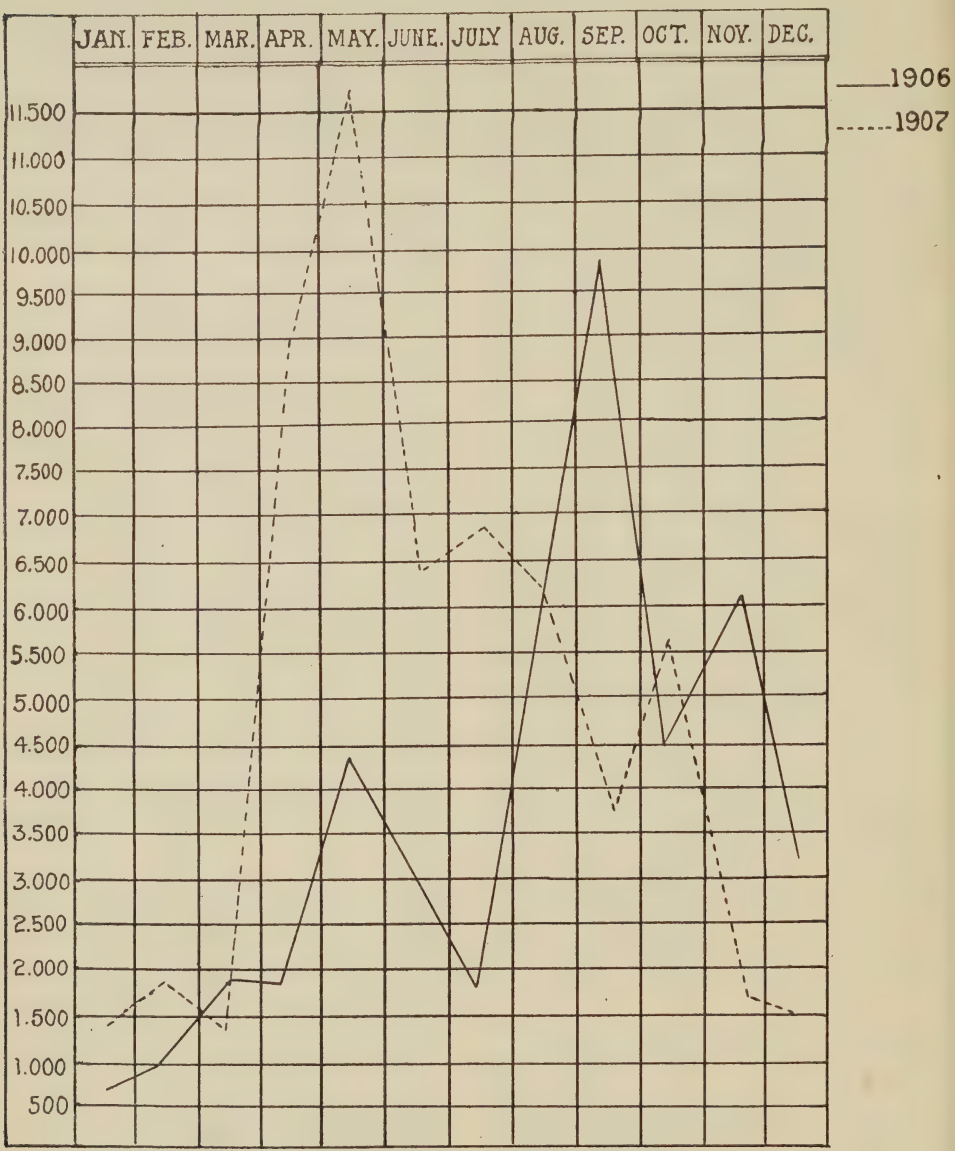
There were approximately 34,972 employees involved directly and indirectly in trade disputes which began during the year 1906. The following table shows the number affected according to the months in which the disputes commenced.

TOTAL NUMBER OF EMPLOYEES INVOLVED IN TRADE DISPUTES WHICH BEGAN DURING 1907.

	Directly.	Indirectly.	Total.
January	867	3	870
February	1,035	.....	1,035
March	1,208	35	1,243
April	7,218	1,427	8,645
May	5,002	295	5,297
June	3,534	406	3,940
July	4,048	700	4,748
August	3,507	784	4,291
September	670	300	970
October	1,437	1,161	2,598
November	1,058	.....	1,058
December	277	.....	277
Total	29,861	5,111	34,972

The following diagram shows the variation from month to month during the years 1906 and 1907 in the total number of employees involved in trade disputes:

DIAGRAM SHOWING THE TOTAL NUMBER OF EMPLOYEES INVOLVED IN TRADE DISPUTES EACH MONTH DURING 1906 AND 1907.



The following table shows the magnitude of the disputes which were reported to the Department in 1907, according to the months in which they occurred:

'ABLE SHOWING MAGNITUDE OF TRADE DISPUTES IN CANADA DURING 1907 ACCORDING TO NUMBER OF EMPLOYEES INVOLVED.

Magnitude.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
2,000 and over	.....	.....	.....	1	.....	.....	1	1	.....	.....	.....	.....	3
1,000 to 2,000	.....	1	1	2	1	.....	1	1	.....	2	1	.....	10
500 to 1,000	.....	.....	.....	1	3	3	.....	.....	.....	.....	.....	.....	7
300 to 500	2	.....	.....	1	.....	3	1	1	1	.....	.....	.....	9
200 to 300	.....	.....	.....	2	2	2	.....	.....	1	.....	.....	.....	7
100 to 200	1	.....	1	2	8	2	.....	2	1	.....	.....	2	19
50 to 100	2	.....	3	6	6	4	.....	2	2	2	1	.....	28
25 to 50	.....	1	3	5	5	3	4	1	3	2	.....	1	28
6 to 25	2	1	.....	7	5	3	6	4	1	1	1	.....	31
Unknown	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	8	3	8	27	30	20	13	12	9	7			144

The following table shows the magnitude of trade disputes for the years 1901, 1902, 1903, 1904, 1905, 1906 and 1907, according to the number of workpeople involved:—

TABLE SHOWING MAGNITUDE OF TRADE DISPUTES ACCORDING TO NUMBER OF WORK-PEOPLE INVOLVED IN 1901, 1902, 1903, 1904, 1905, 1906 and 1907.

Magnitude.	Year.						
	1901	1902	1903	1904	1905	1906	1907
2,000 and over	3	.....	5	2	.....	1	3
1,000 to 2,000	3	2	5	3	4	4	10
500 to 1,000	5	1	10	2	5	6	7
300 to 500	5	8	9	9	4	6	9
200 to 300	4	7	18	2	4	15	7
100 to 200	4	15	23	10	15	13	19
50 to 100	14	21	19	15	17	29	28
25 to 50	24	28	34	23	17	32	28
6 to 25	31	37	36	35	21	30	31
Unknown	11	4	1	2	.....	1	1
Total	104	123	160	103	87	138	144

Loss of Time in Working Days.

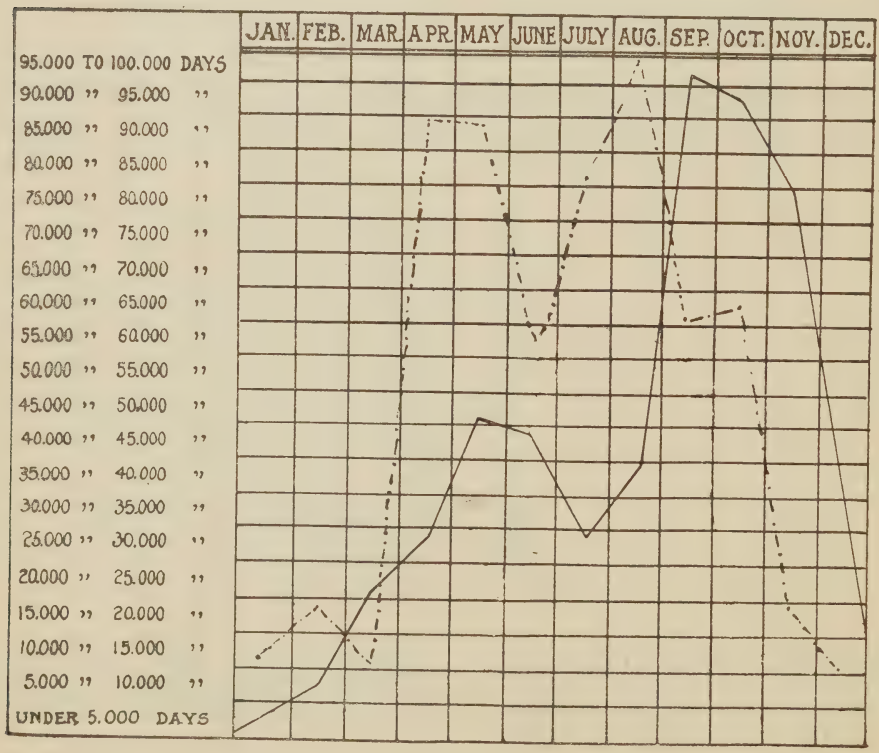
The loss of time to employees through trade disputes amounted approximately to 613,986 working days. The losses in the different months were as follows:—

TABLE SHOWING LOSS OF TIME IN WORKING DAYS TO EMPLOYEES THROUGH TRADE DISPUTES BY MONTHS DURING 1907.

MONTH.	LOSS IN WORKING DAYS.
January	12,144
February	18,876
March	11,106
April	89,150
May	88,675
June	58,600
July	81,100
August	99,860
September	61,075
October	63,350
November	19,275
December	10,775
Total	613,986

The following diagram shows the monthly variation in the number of working days lost during the years 1906 and 1907.

DIAGRAM SHOWING LOSS OF TIME IN WORKING DAYS THROUGH TRADE DISPUTES, BY MONTHS DURING THE YEARS 1906 AND 1907.



Number of Disputes According to Trades Affected.

The following table indicates the number of disputes in the various industries and trades by months during the year 1907:—

TABLE SHOWING INDUSTRIAL DISPUTES BY TRADES IN CANADA DURING 1907.

Trades.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Agriculture	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fishing	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Lumbering	.....	.....	.....	.....	1	1	.....	.....	.....	1	.....	.....	3
Mining	.....	1	2	4	1	1	1	2	1	1	.....	.....	14
Building	1	1	1	10	16	3	6	3	2	.....	1	1	45
Metal working and shipbuilding	2	.....	.....	2	3	3	4	1	3	.....	.....	.....	18
Woodworking	.....	1	.....	1	.....	.....	.....	1	.....	.....	.....	.....	3
Textile	.....	.....	.....	1	.....	2	.....	1	2	.....	.....	.....	6
Clothing	3	.....	1	1	1	1	1	3	1	3	.....	2	17
Food and tobacco preparation	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leather	.....	.....	2	2	1	.....	.....	.....	.....	.....	.....	.....	5
Printing and bookbinding	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Transport	1	.....	.....	3	6	6	.....	.....	.....	.....	1	.....	17
Unskilled	.....	.....	1	3	1	1	1	.....	.....	.....	.....	.....	7
Miscellaneous	1	.....	.....	1	.....	1	.....	1	.....	1	1	.....	6
Total	8	3	8	28	30	20	13	12	9	7	3	3	144

In the following table a comparison is shown of the trade disputes during the last seven years, according to trades and industries, from which it appears the half of the total number of disputes affected the building, metal and clothing trades:—

TABLE SHOWING INDUSTRIAL DISPUTES BY INDUSTRIES AND TRADES IN 1901, 1902, 1903, 1904, 1905, 1906 and 1907.

Trades.	Number of Disputes.							
	1901	1902	1903	1904	1905	1906	1907	Total
Agriculture	.....	.....	.....	.....	2	.....	.....	2
Building	14	28	44	29	19	29	45	208
Metal	23	31	17	16	13	21	18	139
Woodworking	4	10	9	3	2	7	3	38
Textile	6	1	5	3	1	4	6	26
Clothing	10	9	11	12	11	9	17	79
Food and TobaccoPreparation	9	10	6	11	4	8	.....	48
Leather	1	3	4	1	.....	3	5	17
Printing and Bookbinding	2	3	3	5	7	6	2	28
Transport	4	4	18	2	4	14	14	60
Longshoremen	5	4	4	.....	1	1	3	18
Mining	5	3	9	6	12	13	14	62
Fishing	2	1	1	2	.....	1	1	8
Unskilled	11	6	7	3	2	12	7	50
Miscellaneous	8	10	20	10	9	5	9	70
Total	104	123	160	103	87	138	144	858

Disputes by Localities Affected.

Of the 144 trade disputes which began during the year, 70 took place in the Province of Ontario, 28 in Quebec, 12 in Nova Scotia, and 11 in British Columbia. There were 8 in New Brunswick, 6 each in Manitoba and Alberta, and 1 in Saskatchewan. One dispute occurred in both Alberta and British Columbia, and another in Quebec, Ontario and Manitoba. There were no disputes reported in the Province of Prince Edward Island. The following table shows the number of disputes by provinces, according to the months in which they began:—

TABLE SHOWING TRADE DISPUTES IN CANADA BY PROVINCES DURING 1907.

Provinces.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Nova Scotia	.....	1	1	1	1	3	2	1	2	.....	.....	.....	12
Prince Edward Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0
New Brunswick	1	1	1	1	2	.....	1	.....	.....	.....	1	.....	8
Quebec	2	.....	.....	5	8	4	1	4	1	1	.....	2	28
Ontario	3	1	5	15	17	10	6	4	4	3	1	1	70
Manitoba	1	.....	.....	.....	2	.....	1	1	.....	1	.....	.....	6
Saskatchewan	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Alberta	1	.....	.....	1	.....	.....	2	1	1	.....	.....	.....	6
British Columbia	.....	.....	1	4	.....	3	.....	‡	.....	2	1	.....	11
More than one province effected	.....	.....	.....	1*	.....	.....	.....	1	.....	.....	.....	.....	2
Total	8	3	8	28	30	20	13	12	9	7	3	3	144

* This dispute took place in Alberta and British Columbia.
‡ This dispute took place in Quebec, Ontario and Manitoba.

The following table shows the number of trade disputes in Canada during the past seven years, according, to the provinces in which they began:—

TABLE SHOWING TRADE DISPUTES IN CANADA ACCORDING TO PROVINCES FOR THE YEARS 1901 1902, 1903, 1904, 1905, 1906 and 1907.

Locality.	Number of Disputes.							
	1901	1902	1903	1904	1905	1906	1907	Total
Nova Scotia	5	12	7	7	7	11	12	61
Prince Edward Island	.....	2	.....	.....	.....	.....	.....	2
New Brunswick	3	7	7	2	5	8	8	40
Quebec	29	20	33	31	21	24	28	185
Ontario	53	65	83	52	32	61	26	415
Manitoba	3	8	1	4	9	9	8	40
Saskatchewan	.....	.....	.....	.....	.....	.....	.....	1
Alberta	.....	1	5	1	2	13	6	28
British Columbia	10	8	24	4	10	12	17	79
More than one province affected	1*	.....	.....	2†	1‡	.....	2*	6
Total	104	123	160	103	87	138	144	859

* Dispute affected all provinces in Dominion with exception of Prince Edward Island.
† First dispute affected Ontario, Manitoba, Saskatchewan and Alberta; second, affected same provinces with the addition of British Columbia.
‡ Dispute took place in Quebec and Ontario.
* The dispute took place in Quebec, Ontario and Manitoba, and the other in Alberta and British Columbia.

Disputes by Months.

From the preceding tables it may be seen that in 1907, the greater number of disputes began in the months of April May and June. The following table, covering the past seven years, shows that these were the months of the greatest industrial disturbances during that period

TABLE SHOWING TRADE DISPUTES IN CANADA BY MONTHS DURING 1901, 1902, 1903, 1904, 1905, 1906 and 1907.

Months.	Number of Disputes.							
	1901	1902	1903	1904	1905	1906	1907	Total
January	7	8	6	9	6	12	8	56
February	3	5	12	5	4	6	3	38
March	13	12	22	9	6	8	8	78
April	12	20	23	20	8	13	28	124
May	7	27	29	23	11	28	30	155
June	23	18	23	9	12	14	20	119
July	14	7	15	6	13	8	13	76
August	5	6	11	6	8	17	12	65
September	5	9	7	3	9	15	9	57
October	5	4	6	8	3	3	7	36
November	7	7	3	2	3	12	3	37
December	3	.....	3	3	4	2	3	18
Total	104	123	160	103	87	138	143	859

Causes of Disputes.

Of the 144 disputes which took place in 1907, 65 were occasioned solely by demands for higher wages, while the question of wages entered into 88 disputes, either as a sole or as a contributory cause. In 11 disputes, the only cause was a demand for shorter hours. There were 18 disputes caused by the employment of non-Unionists, and 7 by the discharge of employees.

The following table shows the causes of trade disputes of 1907, according to months:—

TABLE SHOWING CAUSES OF TRADE DISPUTES IN CANADA DURING 1907.

Causes.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
For increase in wages	2	.....	4	11	23	12	4	2	4	1	1	1	65
Against reduction in wages	1	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	3
For decrease in hours	.....	1	.....	1	1	2	1	1	1	2	1	.....	11
For increase in wages, and decrease in hours	.....	.....	.....	4	1	2	1	.....	.....	.....	.....	.....	8
For decrease in hours, and other changes	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
For increase in wages and closed shops	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
For increase in wages and other changes	.....	.....	.....	1	.....	.....	2	.....	.....	.....	.....	.....	3
Against increase in hours	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Against employment of non-unionists	1	2	3	3	2	.....	3	3	1	.....	.....	.....	18
Against employment of persons other than non-unionists	2	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	4
Against discharge of employees	1	.....	.....	2	2	1	.....	.....	1	.....	.....	.....	7
Dispute between Unions, employment involved	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Non-payment of wages	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
For recognition of Union	.....	.....	.....	1	.....	.....	.....	.....	1	1	.....	.....	3
Against conditions of employment	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	1	3
Sympathetic	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
For agreement to arbitrate disputes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
For increase in wages, shorter hours and closed shops	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
For increase in wages, and against discharge of employees	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
For increase in wages and recognition of Union	.....	.....	.....	2	.....	.....	1	.....	.....	.....	.....	.....	3
For decrease in hours and closed shop	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Unclassified	.....	.....	1	.....	.....	.....	.....	1	.....	1	.....	.....	3
Total	8	3	8	28	30	20	13	12	9	7	3	3	144

In the following table a comparison is made of the causes of disputes during the last seven years:—

TABLE SHOWING CAUSES OF TRADE DISPUTES IN CANADA WHICH BEGAN DURING 1901, 1902, 1903, 1904, 1905, 1906 AND 1907.

Causes.	Number of Disputes.							
	1901	1902	1903	1904	1905	1906	1907	Total
For increase in wages	48	54	60	36	30	55	65	248
Against reduction in wages	10	7	7	7	8	3	3	45
For decrease in hours	1	7	8	3	3	7	11	40
For increase in wages and decrease in hours	5	14	18	8	4	7	8	64
Against employment of particular persons	13	8	13	16	9	13	22	94
Against conditions of employment	.....	5	5	4	8	3	3	20
For recognition of Union	.....	5	5	4	1	5	3	23
Sympathetic	.....	29	10	3	1	2	2	27
Unclassified	16	12	29	21	23	43	27	171
Total	93	121	155	102	87	138	144	740

Methods of Settlement.

Of the 149 disputes which were in existence during 1907, comprising 5 that began in 1906, and 144 that began in 1907, 146 were terminated in the course of the year, leaving three still unsettled. In three cases, settlements were affected by means of arbitration, and in 7 by means of conciliation. Of the latter, four settlements were due, directly or indirectly, to the Industrial Disputes Investigation Act, 1907; two were settled under the Conciliation and Labour Act, and one was settled through the friendly intervention of the Quebec Bureau of Labour.

The following table shows the methods of settlement of trade disputes during 1907:—

TABLE SHOWING METHODS OF SETTLEMENT OF TRADE DISPUTES IN CANADA DURING 1907.

Methods.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Arbitration	.....	1	.....	.....	.....	.....	1	1	.....	.....	.....	.....	
Conciliation	.....	.....	.....	.....	2	2	1	1	.....	1	.....	.....	7
Negotiations btw. parties concerned	3	3	2	6	13	12	1	2	2	5	1	1	67
Replacement of men	2	.....	1	4	1	3	1	2	4	2	1	.....	21
Work resumed on employers' terms (without negotiations)	1	.....	1	4	6	4	1	4	2	4	.....	.....	27
Demands of strikers granted (without negotiations)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Work resumed (employees not involved)	.....	.....	1	1	.....	1	.....	.....	.....	.....	.....	.....	4
Employment found elsewhere by strikers	.....	....	1	1	1	.....	.....	.....	1	.....	1	.....	5
Indefinite, unsettled or unknown	.....	.....	.....	.....	.....	1	2	.....	1	3	3	3	13
Total	6	4	6	16	29	24	18	9	10	15	6	6	140

A comparison of the methods of settlement of trade disputes during the past seven years is given in the following table:—

TABLE SHOWING METHODS OF SETTLEMENT OF TRADE DISPUTES IN CANADA DURING 1901, 1902, 1903, 1904, 1905, 1906 AND 1907.

Methods.	Number of Disputes.							
	1901	1902	1903	1904	1905	1906	1907	Total
Arbitration	5	6	6	4	.....	3	3	27
Conciliation	6	5	14	5	3	4	7	44
Negotiations btw. parties concerned	55	73	77	37	41	67	67	413
Replacement of men	13	12	15	10	24	18	21	113
Work resumed on employer's terms (without negotiations)	13	20	26	25	10	28	24	149
Demands of strikers granted (without negotiations)	.....	.....	19	7	5	3	2	36
Work resumed (employer not involved)	.....	.....	.....	.....	.....	4	4	8
Employment found elsewhere by strikers	.....	.....	.....	.....	.....	3	5	
Indefinite or unsettled	12	5	12	13	2	9	13	66
Not reported	.....	.....	1	2	.....	.....	.....	3

Results of Disputes.

Of the 149 disputes which were in existence during 1907, 54 ended in favour of the employees, and in 34 cases compromises were reached. The employees were partially successful in 5 disputes, some firms conceding their demands, and in 3 cases the employers were not immediately concerned. In 16 cases the results were indefinite, or not fully reported to the Department, and three disputes were still in existence at the close of the year.

The following table shows the results of trade disputes by months during the year:—

TABLE SHOWING RESULTS OF TRADE DISPUTES IN CANADA DURING 1907.

Results.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
In favour of employers	3	.....	3	8	7	7	1	5	6	10	4	.....	54
In favour of employees	2	2	2	2	5	10	5	.....	1	3	1	1	34
Settled by compromise	1	2	.....	5	13	3	6	1	1	1	.....	1	34
Employees partially successful	.....	.....	.....	.....	1	1	.....	.....	2	1	.....	.....	5
No change, employers not concerned	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	1	3
Indefinite, unsettled or terms unknown	.....	.....	.....	.....	3	3	6	3	.....	.....	1	3	19
Total	6	4	6	16	29	24	17	9	10	15	6	6	149

The following table shows the results of trade disputes during the last seven years:—

TABLE SHOWING RESULTS OF TRADE DISPUTES IN CANADA DURING 1901, 1902, 1903, 1904, 1905, 1906 AND 1907.

Results.	Number of Disputes.						
	1901	1902	1903	1904	1905	1906	1907
In favour of employers	40	35	46	34	37	45	54
In favour of employees	39	46	45	24	24	41	34
Settled by compromise	22	33	46	28	15	23	34
Employees partially successful	.....	.....	.....	6	.....	6	5
No change, (employers not concerned	.....	.....	.....	.....	1	3	3
Indefinite, (unsettled or terms unknown)	.....	4	10	9	10	22	19
Total	101	118	147	101	87	140	149

ARBITRATION OF DISPUTE BETWEEN TORONTO RAILWAY COMPANY AND EMPLOYEES.

ON November 18th, 1907, four motormen in the employ of the Toronto Railway Company as extra men, on reporting for duty, were instructed to take out open cars, and refused to do so. One of the number excused himself on the ground of not feeling well. All were thereupon dismissed from the service of the company. On appealing to the manager of the company, he confirmed the action of the subordinate officials in discharging them. The matter was then laid before the Conciliation Committee provided for the settlement of disputes in the agreement existing between the company and its employees,(*) consisting of J. Gibbons, W. D. Robbins, Thomas Dulan and W. Murray, representing the men, and Manager R. J. Fleming and Superintendent James Gunn, representing the company. The Conciliation Committee failing to come to any agreement, resort was had to arbitration in accordance with the terms of the agreement. A Board of Arbitration was then constituted as follows: Kenneth J. Dunstan, representing the Toronto Railway Co.; J. G. O'Donoghue, representing the employees, and Hon. W. R. Riddell, Judge of the High Court, as third arbitrator.

The arbitrators met on December 21st, and on the 23rd rendered their decision as follows:—

TO ALL TO WHOM THESE PRESENTS SHALL COME:

"WHEREAS, certain differences have arisen between the Toronto Railway Company and certain of the employees of the said Company, which differences the parties agree are within the provisions of Section 15 of a certain Agreement made the 13th Day of July, A. D., 1907, between the said Company and a Committee of its employees:

AND WHEREAS under the provisions of the said Section 15, the matters have been investigated and considered by the Conciliation Committee in the said Section 15 provided for:

AND WHEREAS the said Conciliation Committee have been unable to agree, and therefore the said differences are, under the provisions of the said Section, to be submitted to a Board of Arbitration:

AND WHEREAS the said Railway Company have appointed Kenneth J. Dunstan, Esq., their Arbitrator and the said employees have appointed John G. O'Donoghue, Esq., their Arbitrator; and the said Messrs. Dunstan and O'Donoghue have appolnted the Hon. William Renwick Riddell, Judge of The High Court, the third Arbitrator;

AND WHEREAS, the said Board of Arbitrators, hereinbefore, mentioned have investigated and determined all the said difficulties and differences, and have decided upon their award:

NOW, the said Board of Arbitrators do hereby decide, determine and award as follows: that is to say:

1. THE said Company have no right to disobey any law or valid regulation laid down for their guidance or governance.

* For a copy of this agreement, see the *Labour Gazette* for August, page 211.

2. The Employees of the said Company have a right to all the protection given them by any law or valid regulation.

3. This Board does not see fit to decide as to the validity of the Order of the Ontario Railway Commission in respect of the closing of the vestibules on the cars of the Railway Company.

4. The employees of the Railway Company, if considering that they did not receive the full benefit of the said Order or of any other reguations, have not taken the proper course to have such Order or regulation enforced.

5. No employee can be compelled under any penalty, except loss of wages for the time, to take out a car if by so doing he is thereby endangering either his own health or the safety of the public; but reporting for duty must as against any employee be considered *prima facie* as denoting his capacity to do any work to which he might, in the usual course of business be called.

6. The employees here concerned have no right to be paid for any time since they declined on any ground to take out the car offered to them.

7. If the real reason for so declining was danger to their own health or to the safety of the public, this reason should have been given and no other.

8. Hereafter, any employee declining to take out a car which is offered to him must, at the time, give his reason or excuse for so declining in writing, and he will for all purposes be held to the reason or excuse which he has so given, and he will in no case be allowed to add any further or other reason.

9. Hereafter any employee who desires to report simply for the purpose of reporting his inability, must make such report in writing at or before the time at which he is under the regulations of the Company from time to time required to report; and in such report he shall state his reasons for such inability; and he will for all purposes be held to such reasons.

10. If the real reason for declining to take out the car was the danger to the health of the employee or to the safety of the public even if the further ostensible reason was given them or at any other time that the right existed to have closed vestibules, the employees should not now be further punished than by loss of pay during the interval, upon their expressing regret (as they now do) that their position was not made clear from the beginning.

11. The Company must be the sole judge as to the policy and method of administering the affairs of the road in all matters, subject to the control of the ordinary tribunals of the land.

12. The action of the Company in this case has been fully justified.

IN WITNESS WHEREOF we have hereunto set our hands and seals this the Twenty-third Day of December, A.D., 1907."

The men were at once re-instated by the company.

INSURANCE AND BENEVOLENT FEATURES OF SOME ONTARIO LABOUR ORGANIZATIONS.

THE present article contains statistics of insurance of a number of labour organizations of Ontario derived from the detailed report of the Inspector of Insurance and Registrar of Friendly Societies of Ontario, giving the transactions of these societies during the year 1906.

Two tables are given below, the first of which deals with life insurance, and the second with sick and funeral benefits paid by these organizations. In previous volumes of the *Labour Gazette*, similar tables have been published, relating to the years 1899, 1900, 1903 and 1904, to which reference may be made for purposes of comparison.*

* See *Labour Gazette*, Vol. I, No. 4, page 181; Vol. II, No. 6, page 367; Vol. V, No. 8, page 871; Vol. VI, No. 6, page 686.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES C., No. 9.

TABLE I.—LIFE INSURANCE OR BENEFITS IN THE NATURE THEREOF.

SHORT NAME OF SOCIETY.	Total Membership in Ontario Dec. 31, 1906.	Number of Insurance Certificates in Force anywhere on Dec. 31, 1906.	Number of Claims Matured in Ontario During 1906.	Amount of Insurance Benefits paid in Ontario During 1906.	Amount of Disability Benefits paid in Ontario During 1906.	Total Assets Anywhere on Dec. 31, 1906.
Federated Association of Letter Carriers	220	445	2	$ 785.50	.....	$ 1,593.39
Hamilton Police Benefit Fund	56	56	.....	.....	$1,092.96	30,983.75
London Police Benefit Fund	43	43	1	2,113.25	334.50	26,027.75
Toronto Firemen's Benefit Fund	208	208	.....	.....	1,973.74	54,192.09
Toronto Police Benefit Fund	356	356	3	2,999.21	9,928.74	239,701.61
Totals	883	1,108	6	5,897.96	$13,329.92	$352,498.59

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES C, No. 10.

TABLE II.—SICK AND FUNERAL BENEFITS.

SHORT NAME OF SOCIETY.	No. of Members Reportd on Dec. 31, 1906.	No. of Members who Died During 1906. (*Members' Wives. †Members' Children.)	Amt. Paid for Funeral Benefits, (*Members' Wives. †Members' Children.)	No. of Members Sick During 1906	No. of Wks.' Sickness Experienced During 1906	Amt. Paid for Sick Benefits During 1906	Amt. Paid for Medical Attendance During 1906	Amt. Paid for Special Relief During 1906	Assets on Dec. 31, 1906
Bain Wagon Co. Employees' M. B. Association	286	.....	.....	63	183	$551.90	.....	.....	$314.34
Bartenders' Benevolent Association	81	2	$200.00	5	18	64.00	.....	$77.70	1,554.34
Bricklayers' and Masons' Union No. 1, of Ontario	348	3	250.00	.....	.....	.....	.....	155.00	2,328.31
Brown Bros., Limited, Employees' B. Society	43	.....	.....	8	24	91.45	.....	.....	177.18
Canada Foundry Co. Employees' M. B. Society	1,234	3	90.00	307	988	3,952.33	3,952.33	127.50	1,752.43
Canada Furniture Man., Ltd., Employees' B. Society	255	.....	.....	26	116	326.00	243.75	.....	582.32
Canadian Shipbuilding Co. M. B. Association	143	2	100.00	32	99	384.53	163.58	.....	42.16
Canada Atlantic Railway Employees' S. and D. Society	.....	.....	.....	9	40	48.50	.....	.....	.....
Cigarmakers' Union, No. 27, Toronto	443	6 *5	1,300.00 *200.00	70	270	1,198.45	.....	.....	8,556.84
Cigarmakers' Union, No. 55, Hamilton	192	4	1,350.00	45	210	1,048.90	.....	173.75	4,227.91

Cigarmakers' Union, No. 59, Brantford	20	.....	.....	3	10	50.00	.....	40.65	387.54
Cobben Mfg. Co.'s Employees' M.B. Society	150	.....	.....	18	51	154.00	.....	297.85	150.00
Cockshutt Plow Co. Relief Association	465	2	70.00	61	240	777.57	.....	25.00	255.66
Dominion Expressmen's S. B. Association	415	1	50.00	109	513	3,076.64	.....	.....	2,102.42
Gendron Mfg. Co.'s Employees' M. B. Society	142	1	25.00	32	73	366.30	54.50	25.00	183.20
Globe Printing Co.'s Employees' B. Society	70	1	100.00	15	53	265.00	.....	.....	1,095.75
Gutta Percha & Rubber Mfg. Co. Emp. S. B. Society	208	.....	.....	18	72	360.05	.....	.....	344.15
Hamilton Rolling Mills' Benefit Society	500	4	200.00	71	299	584.30	480.00	.....	616.95
Hamilton Steel & Iron Co.'s Employ. Benefit Society	505	1	50.00	147	435	2,180.00	680.00	.....	754.64
Hey & Co.'s Employees' M. B. Association	97	.....	.....	34	60	193.50	105.50	.....	122.20
Heintzman & Co.'s Employees' Benefit Society	90	1	25.00	11	57	247.50	.....	.....	216.51
Italian Working Men's Association of Ontario	65	.....	.....	6	9	45.00	54.00	.....	549.55
Karn & Co.'s Employees' M. B. Association	102	.....	.....	7	28	95.25	93.75	.....	184.79
Massey-Harris (Toronto) Employees' M. B. Society	1300	6 *3	300.09 75.00	273	895	2,626.25	.....	281.00	1,681.71
Massey-Harris (Brantford) Relief Association	1,023	3	144.00	159	547	2,139.45	.....	298.00	1,419.78
Methodist Book and Publishing House Emp.'s B. Society	133	2	100.00	30	90	349.00	.....	.....	548.85
Ottawa Typographical Union, No. 102	350	2	340.00	35	131	524.00	.....	.....	1,243.25
Polson Iron Works' Benefit Association	264	1	50.00	91	314	1,255.92	318.00	.....	288.53
Postal Benefit Association, Toronto	112	.....	.....	.....	.....	.....	.....	.....	560.38
Theatrical Mechanical Association, Toronto	127	1	187.50	15	74	420.00	186.00	225.00	9,228.20
Thomas Brothers' Relief & Sick Benefit Association	131	.....	.....	92	130	491.64	.....	.....	46.03
Toronto Civic Employees' Benevolent Association	121	1	25.00	.....	62	285.50	75.00	37.50	2,421.44
Toronto Musical Protective Association	477	.....	.....	21	97	290.88	.....	.....	4,996.91
Toronto Ry. Employees' Union & Benefit Society	1,115	5	500.00	40	183	668.55	158.18	100.00	189.63
Toronto Typographical Union, No. 91	850	8	1,050.00	50	292	984.00	.....	.....	1,838.18
Verity Plow Company Relief Association	400	2	60.00	77	336	982.90	.....	.....	467.85
W. & I. G. Greey's Employees' M. S. B. Society	74	.....	.....	26	78	335.62	.....	.....	87.42
Totals	12,351	70	$6,841.00	1,944	7,077	27,290.88	4,158.68	1,863.95	51,514.35

THE WORK OF THE DEPARTMENT OF LABOUR.

THE seventh annual report of the Department of Labour, describing the work of the Department during the fiscal year which ended on March 31, 1907, was published in December, and is now available for distribution.

The work of the Department is classified in the report under the following headings: (1) The *Labour Gazette*, (2) Conciliation and Arbitration, (3) Inquiry by Royal Commission into Dispute between Bell Telephone Company and Operators at Toronto, (4) The Railway Labour Disputes Act, (5) The Industrial Disputes Investigation Act, (6) Fair Wages on Public Contract Work, (7) False Representations to Induce Emigration—Mission of Deputy Minister of Labour to England—Imperial Legislation, (8) The Alien Labour Law, (9) Strikes and Lockouts in Canada during 1906, with comparative statistics for the years 1901 to 1905, inclusive, (10) Industrial Accidents in Canada during 1906, with comparative statistics for the years 1904 and 1905, (11) The Library of the Department, (12) The circulation of the *Labour Gazette*, (13) The distribution of the *Labour Gazette* and other publications, (14) Inquiries, correspondence and other departmental work.

The Labour Gazette.

Attention is called in the report to two new articles added as regular features of the *Labour Gazette*, one a statement from month to month of industrial agreements between employers and employees throughout Canada, and the other, an abstract of information received at the department with reference to opportunities for the employment of labour. The quarterly articles on changes in wages and hours of labour showed that the upward tendency of wages was very marked, being more pronounced than in any previous year since 1903. Mention is made of special articles published in the *Labour Gazette* relating to rates of wages of farm hands, railway construction employees and unskilled labourers, building operations in Canada during 1906, early closing arrangements, legislation of the Dominion and the various provinces affecting industrial and labour conditions, meetings of trades and labour congresses, manufacturers' associations and other bodies.

Conciliation and Arbitration.

On two occasions the intervention of the Department took place under the Conciliation Act, in each case with satisfactory results, a strike of coal miners at Lethbridge, Alberta, and a strike of telephone operators at Toronto, being settled through the mediation of the Department. From the time of the passing of the Act, in 1900, to the close of the fiscal year, 1906–07, the friendly intervention of the Department had been requested on 41 occasions.

Inquiry by Royal Commission into a dispute between the Bell Telephone Company and operators at Toronto.

An account is given of the work of the Royal Commission appointed February 4 to inquire into the causes of the dispute of the telephone operators at Toronto. On the appointment of the Commission the strikers immediately reported for work, and in the course of the inquiry, a satisfactory arrangement was made by the company with its operatives, and all the former employees were taken back.

The Railway Labour Dispute act.

There was no occasion for the application of the provisions of the Railway Labour Disputes Act, 1903, during the last fiscal period, there having been no strike or threatened strike, liable seriously to affect transportation during that period. This Act was consolidated with the Conciliation Act, 1900, during the year, in an Act Respecting Conciliation and Labour. In railway disputes, the companies and their employees may choose between the machinery provided by this Act, and that provided by the Industrial Disputes Investigation Act

of 1907, for the investigation of their grievances. The Report contains copies of the forms adopted by the Department to be used in the establishment of Conciliation and Investigation Committees and Arbitration Boards in railway disputes under the Conciliation and Labour Act.

The Industrial Disputes Investigation Act.

A review of the Industrial Disputes' Investigation Act, which became law on March 22, 1907, is given in the report, its principal features being set forth under separate headings. While no requests for the application of this Act were received at the Department during the remaining nine days of the fiscal year, many requests for copies of the Act, and inquiries concerning it were received. Copies of the various forms used in the administration of the Act are given in the report.

Fair Wages on Public Contract Work.

During the fiscal period of nine months 150 Fair Wages Schedules were prepared by the Fair Wages Officers of the Department, compared with 147 during the previous twelve months. There were 53 schedules prepared for the Department of Public Works, 84 for the Department of Railways and Canals, 10 for the Department of Marine and Fisheries, and 3 for the Commissioners of the Transcontinental Railway. In addition to these, supplies were furnished to the Post Office Department to the value of over $860,000, contracts for which were not awarded until the rates of wages to be paid were approved by the Department of Labour. Attention is called to the adoption of a similar fair wages policy by the government of Manitoba, and to the introduction of a fair wages resolution in the Assembly of Natal, the mover of which stated that the proposed legislation was based on the practice of the Dominion of Canada.

False Representation to Induce Immigration.

The Report contains an account of the mission to England of Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, to endeavour to secure legislation by the British Parliament for the prevention of fraudulent representations in Great Britain to induce emigration to Canada. As a result of this mission a section was introduced into the Merchant Shipping Act, 1906, which was then before parliament, embodying the desired legislation.

The Alien Labour Law.

A summary is given of the legislation to restrict the importation and employment of aliens, since the passage of the first Act in 1897, and of the work of the Royal Commissions to enquire into the employment of aliens by the Grand Trunk Pacific Railway and the Pere Marquette Railway Company. This is followed by a brief synopsis of some of the more notable prosecutions under the Alien Labour Act, reported from time to time in the *Labour Gazette.*

Strikes and Lockouts.

In the portion of the Report dealing with trade disputes it is stated that 139 were reported to be in existence in Canada during the calendar year 1906, the number which began in that year being 5 more than in 1905, and 35 more than in 1904. The loss of time through trade disputes amounted approximately to 490,400 working days, compared with 284,140 in 1905, and 278,956 in 1904. A classified table is given of all the trade disputes in existence in Canada during 1906, showing in each case the occupation of the employees, the locality affected, the cause of the dispute, the method of settlement, the result, the dates of commencement and termination, and the number of establishments and employees affected. The returns of the disputes are further analyzed by months, according to their number and magnitude, and according to the class of industry concerned. By means of coloured charts an idea is afforded of the monthly fluctuations in the number and magnitude of the trade disputes in Canada since 1901.

Industrial Accidents.

The number of fatal accidents to employees during 1906 reported to the Department was 1,107, an increase of nearly 20 per cent. over the preceding year. There were 252 deaths among persons engaged in the railway service. These occurred on a railway system of 20,000 miles, whereas it is shown that in Great Britain, in 1904, a railway system of 23,300 miles represented 399 deaths to employees, and in the United States a railway system of 212,349 miles represented 3,361 deaths to employees during the year ended June 30, 1905. The monthly variations in the number of fatal accidents occurring in the principal industries in Canada during 1904, 1905 and 1906, are exhibited on coloured charts, and tables are given showing the number of persons killed and injured during these years in the different trades and industries, classified according to the causes of the accidents.

The Library of the Department.

As in previous years, the report contains a catalogue of reports and other documents that were added to the Department during the fiscal year.

The Circular and Distribution of the "Labour Gazette."

The total circulation of the *Labour Gazette* on March 31, 1907, amounted to 12,138 copies, compared with 11,534 on June 30, 1906, and 10,362 on June 30, 1905. The average monthly circulation during the past fiscal year was 11,820 copies. There were distributed by the Department 133,236 separate publications in the nine months ended March 31, 1907, including 113,404 individual copies of the *Labour Gazette*, 9,691 indices, and 2,082 copies of annual reports.

Other Departmental Work.

Mention is made of the large amount of correspondence conducted by the Department in connection with requests for information, which constitutes an increasingly important part of the Department's work. The classification of Dominion and Provincial legislation on a card catalogue was continued, also a card catalogue of wages and prices. Card indexes of labour organizations and manufacturers' associations of Canada were revised and kept up to date, and references to industrial matters in reports and other publications were entered on a card catalogue.

IMMIGRATION AND COLONIZATION.

Recent Immigration Returns.

IMMIGRATION through ocean ports during November, declared for Canada, was as follows:—

IMMIGRATION RETURNS DURING NOVEMBER 1907.

	Male	Female	Children under 12	Total
Immigrants ...	4,963	2,552	2,074	9,589
Returned Canadians.....	587	254	97	938
Tourists.....	277	78	35	390
Totals.....	5,827	2,884	2,206	10,917

A summary of immigration proper through ocean ports, declared for Canada, from April to November, 1907, is as follows:—

IMMIGRATION BY OCEAN PORTS APRIL-NOVEMBER, 1906-07.

	Male	Female	Children under 12	Total
April.....	24,972	5,052	4,414	34,438
May.....	24,744	7,153	6,858	38,755
June.....	18,107	7,171	7,041	32,319
July.....	11,841	4,695	4,410	20,946
August.....	8,584	4,431	3,921	16,936
September.....	8,085	4,055	3,064	15,204
October.....	6,939	3,640	3,018	13,597
November.....	4,963	2,552	2,074	9,589
Total.....	108235	38,749	34,800	181,784
Corresponding mos. of 1906..				125,709
Increase, 1907				56,075
Percentage of increase.....				45%

The following is a statement of immigration from the United States, April to November (eight months), 1907, compared with the corresponding period of 1906:—

IMMIGRATION FROM THE UNITED STATES, APRIL-NOVEMBER, 1906-07.

By rail	April	9,106	
	May	6,324	
	June	4,702	
	July	4,796	
	August	3,683	
	Sept.	3,412	
	Oct.	4,171	
	Nov.	3,656	39,850
By highway, April to Nov...			3,967
Total			43,817
Corresponding mos. of 1906..			47,307
Decrease, 1907			3,490
Percentage of decrease....			7%

The total immigration to Canada from April to November, 1907, inclusive, compared with the corresponding months of 1906, was as follows:—

TOTAL IMMIGRATION TO CANADA, APRIL-NOVEMBER, 1906-07.

1907.		
Via ocean ports	181,784	
From the United States	43,817	225,601
1906.		
Via ocean ports	125,709	
From the United States	47,307	173,016
Increase, 1907		52,585
Percentage of increase		30%
Percentage of increase via ocean ports		45%
Percentage of decrease from the U.S.		7%

British Emigration Returns.

During the month ended November 30th, the number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING NOVEMBER, 1907-06

Nationality	1907	1906
English	3,289	2,843
Scotch	635	824
Irish	253	257
Total of British origin	4,177	3,924
Foreign	3,023	2,153
Total	7,200	6,077

During the eleven months ended November 30, 1907, the total number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:

EMIGRATION FROM GREAT BRITAIN DURING ELEVEN MONTHS ENDED NOVEMBER 30, 1907-06

English	109,077	86,872
Scotch	33,164	21,867
Irish	7,445	4,388
Total of British origin	149,686	113,127
Foreign	33,348	25,686
Nationality not distinguished		21
Total	183,034	138,834

Homestead Entries during November 1907.

The following statement shows the number of homestead entries made in November, 1907, compared with November, 1906:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF NOVEMBER, 1907, AS COMPARED WITH NOVEMBER, 1906.

Agency.	1907	1906	Increase	Decrease
Battleford	343	388	.....	45
Brandon	9	10	.....	1
Calgary	171	109	62	.....
Dauphin	72	59	13	.....
Edmonton	265	329	.....	64
Estevan	49	160	.....	111
Humboldt	154	327	.....	173
Kamloops	22	10	12	.....
Lethbridge	170	245	.....	75
Moose Jaw	447	.....	447	.....
New Westminster	1	6	.....	5
Prince Albert	92	123	.....	31
Regina	112	715	.....	603
Red Deer	129	220	.....	91
Winnipeg	80	117	.....	37
Yorkton	145	148	.....	3
Total	2,261	2,966	534	1,239

It will be seen that there has been a net decrease in the number of homestead entries made in November, 1907, compared with November, 1906, of 705.

A statement of the homestead entries made during the first eleven months of the present year, compared with the corresponding period of the last calendar year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES JANUARY–NOVEMBER, 1907–06.

Month.	1907	1906	Increase	Decrease
January	1,111	1,903	.....	792
February	1,033	2,036	.....	1,003
March	1,589	4,018	.....	2,429
April	2,594	6,189	.....	3,595
May	3,253	4,583	.....	1,330
June	4,574	5,369	.....	795
July	3,690	4,174	.....	484
August	2,814	3,388	.....	574
September	2,395	2,595	.....	200
October	2,252	3,389	.....	1,137
November	2,261	2,966	.....	705
Total	27,566	40,610	.....	13,044

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of November, 1907, were as follows:—

NATIONALITIES OF HOMESTEADERS JANUARY–NOVEMBER, 1907–1906.

Nationalities.	No. of Entries.
Canadians from Ontario	299
" Quebec	36
" Nova Scotia	11
" New Brunswick	11
" Prince Edward Island	8
" Manitoba	80
" Saskatchewan	111
" Alberta	48
" British Columbia 8, Yukon 1	9
Persons who had previous entry	216
Newfoundlanders	
Canadians returned from the United States	25
Americans	557
English	344
Scotch	81
Irish	19
French	27
Belgians	8
Swiss	3
Italians	2
Roumanians	1
Syrians	
Germans	53
Austro-Hungarians	183
Hollanders	8
Danes (other than Icelanders)	8
Icelanders	2
Swedes	35
Norwegians	29
Russians (other than Mennonites and Doukhobors)	46
Mennonites	
Doukhobors	
Chinese	
Japanese	
Persians	
Australians	1
New Zealanders	
Total	2,261

Representing 5,352 souls.

Of a total of 582 entries made in November, 1907, by persons coming from the United States, there were 203 from North Dakota, 105 from Minnesota, 39 from Wisconsin, 38 from Iowa, 26 from Michigan, and 20 from South Dakota.

Lands Patented During November, 1907.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during November, 1907, is as follows:—

LANDS PATENTED DURING NOVEMBER, 1907.

Nature of Grant.	November, 1907.	
	No. of Patents.	No. of Acres.
Alberta Ry. and Irrigation Co.'s sales	2	479.00
British Columbia Homesteads	7	958.50
British Columbia Sales	6	183.87
Commutation Grants		
Homesteads	1,407	223,077.51
Military Homesteads		
Mineral rights (20 acres)	1	
North-west half-breed grants	16	2,359.68
Parish sales		
Quit Claim special grants (160 ac.)	1	
Railways:		
Canadian Northern Ry	18	4,927.47
Can. Pac. Ry grants	20	8,070.90
Can. Pac. Ry. grants, Souris Branch	2	322.00
Can. Pac. Ry. roadbed and station grounds	20	284.40
Man. and North Western Ry	18	141.48
Man— and South Eastern Ry	1	332.00
Man. South Western Col. Ry	41	12,828.29
Qu'Appelle Long Lake and Sask. Rd. and Steamboat Co's Railway		
Saskatchewan and Western Ry	43	98,886.27
Sales	59	47,783.55
School Lands Sales	17	1,901.90
Special Grants	11	499.24
Yukon Territory Sales	1	
Totals	1,691	403,036.06

In November, 1906, the number of patents issued was 1,209, covering an area of 198,996,86, showing an increase for the month of November, 1907, of 482 in the number of patents issued, and of 204,039,20 acres in the area patented.

Notes.*

The Bureau maintained at Toronto for some time past by the Government of the Province of Ontario for the distribution of immigrants, was closed on December 31, 1907.

During the fiscal year ended June 30, 1907, the *Canadian Pacific Railway Company* sold lands to the value of $994,840 at an average of $5.92 per acre. A portion of these sales were made at low rates, on contracts made previous to the beginning of the year. The price on lands actually sold during the year was $8.09 per acre. The Company still holds about $14,825,496 acres of land.

It was officially stated that the *Salvation Army* had chartered ten steamships for the immigration business of 1908. Eight of these steamships will sail out of Liverpool and two out of Glasgow. The first vessel of the season to sail will be the *S.S. Kensington* out of Liverpool on February 20th, with passengers booked to points in British Columbia. The following steamships will arrive in April and throughout the season, the immigrants to be distributed throughout Canada. Agricultural labourers, as well as domestic servants, will be encouraged to emigrate.

In the annual statement of the chief medical officer of the Immigration Branch Canada, the following review of the results of the system of *inspecting immigrants*, inaugurated in 1903, was made:—

"There seems to be but one conclusion to be arrived at, which is to the effect that, whether compared with those entering from the United States or those crossing from Britain, Canada to-day is absolved, not only from accusation that she is the recipient of undesirables, not admissable elsewhere, but further, that she is receiving and welcoming more largely than ever, a population, whether from Britain or the States, which will mingle at once with our own people, and adapt themselves to our customs, employment and laws. During the five years' medical inspection enforced, 11,807 immigrants have been detained, and 2,222 deported. As to Oriental immigration inspection, there were 88 new arrivals of Chinese at Victoria and Vancouver. Of these, with returned Chinese formerly in Canada, 185 were detained, but only one deported. Of Japanese, one in every two was detained, and one in 54 deported at Victoria, while at Vancouver one in three was detained and one in ten deported. Of Hindus, totalling 2,117. Some 508, or one in four, were detained, and 112, or one in eighteen, were deported.

The following return re *arrivals of Chinese* in Canada since Jan. 1, 1904, the date on which the head-tax on Chinese was raised from $100 to $500, is published by courtesy of the Deputy Minister of Trade and Commerce:—

	Exempt.	Paying $500 Tax.
Jan. 1, 1904, to June 30, 1904...	24	1
Year ended June 30, 1905.....	69	8
Year ended June 30, 1906.....	146	22
Year ended March 31, 1907 (9 months).....	200	91
March 31, 1907, to Nov. 30,1907	471	1,112

With reference to certain features of the *Chinese Immigration Act* of the Dominion, and to the alleged evasion of certain sections of the Act by Chinese, the following order-in-Council was passed by the Government of British Columbia during December:—

It is provided by sub-section 3 of section 7 of the "Chinese Immigration Act," being Chapter 95 of the Revised Statutes of Canada, 1906, that persons of Chinese origin claiming, on their arrival in Canada, to be students, but who are unable to produce the certificate establishing that fact, as required by a former branch of the section, shall be entitled to a refund of the tax of five hundred dollars exacted from them under the authority of said Act, on the production, within eighteen months from the date of their arrival, of certificates from teachers in any school or college in Canada showing that they are and have been, for at least one year, bona fide students in attendance at such school or college.

It has been drawn to my attention by the Board of School Trustees for the City of Victoria that the above enactment enables large numbers of Chinese to avoid paying the Chinese Capitation tax, and, at the same time, cast upon said Board, and other school authorities in this Province, the burden of teaching Chinese children the English language for one year merely to equip them to compete in this Province with white labourers. At the present time, some fifteen or twenty Chinese children, whose ages range from nine to fourteen years, are seeking admission to the Public Schools of Victoria. These children, who have recently arrived from China, are unable to speak English. How many more will follow it is impossible to say. Judging from the experience of similar cases in the past, these children, if admitted, will attend school long enough to obtain the above-mentioned certificate, and by that time they will have obtained a sufficient knowledge of English to enable them to obtain employment as domestic servants. The School Boards of Victoria and Vancouver, which are the ones principally affected by this new Mongolian invasion, strongly object to devote their revenues to the education of Chinese Coolie children to furnish them forth as competitors with white labourers. It is the experience of educational authorities that bona fide Chinese students do not come to Canada. Higher education can now be obtained in some parts of China and in many places in Japan. The colleges and universities

*For statement re the action of the Immigration Branch of the Department of the Interior, Canada, with reference to immigration during the present winter season, see opening page of the present issue of the *Labour Gazette*.

of Europe are open to Chinese wishing to prosecute advanced studies. There is, therefore, no reason why the Chinese Immigration Act should exempt Chinese students from its provisions, as any such provision is sure to be made a cloak for the introduction of Chinese into Canada, and especially into British Columbia, to compete in various callings with our own citizens.

The undersigned would, therefore, recommend that the Dominion Government be requested to promote legislation at the earliest possible time during the approaching session of Parliament by which the said subsection 3 of section 7, and all other provisions in the Chinese Immigration Act exempting students from the payment of the capitation tax, shall be repealed.

And that a copy of this report, if approved, be forwarded to the Secretary of State of Canada.

Dated this 14th day of November, A. D. 1907.

(Sgd.) H. E. YOUNG,
Minister of Education.

Approved this 14th day of November, A. D. 1907.

(Sgd.) R. McBRIDE,
Presiding Member of the Executive Council.

Approved by His Honour the Lieutenant-Governor the 16th day of December 1907

JAPANESE IMMIGRATION TO CANADA—THE MINISTER OF LABOUR CONCLUDES HIS MISSION—THE DEPUTY MINISTER'S ENQUIRY CONCLUDED.

THE Honourable Rodolphe Lemieux, Minister of Labour, who had been appointed envoy to Japan to discuss with the Japanese government the question of Japanese immigration to Canada, having concluded his negotiations with the Japanese Government, sailed from Tokio on December 26, 1907, on the Steamship "Empress of China," reached Vancouver, B. C., on January 6, 1908, and arrived at Ottawa on January 10.

The enquiry by Mr. W. L Mackenzie King, C. M. G., Deputy Minister of Labour, the special commissioner appointed by the Dominion Government, to inquire into the methods by which Oriental labourers have been induced to emigrate to Canada was concluded Nov. 30, the proceedings under the Commission being outlined in the Labour Gazette for December. Mr. Mackenzie King left Vancouver on December 5, and after paying a brief visit to San Francisco where he made a brief investigation into the conditions at that port respecting Oriental immigration, reached Ottawa on December 17.

FAIR WAGE SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING DECEMBER, 1907.

The following is a list of contracts awarded by the Department of Railways and Canals, the Department of Public Works and the Department of Marine and Fisheries, Canada, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

QUARTERS for married N. C. O., men at Fort Osborne, Winnipeg, Man.; names of contractors, J. McDiarmid Co., Ltd., Winnipeg, Man.; date of contract, November 13, 1907; amount of contract, $39,975.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Masons	$.55 per hour, 9 hours p. day
Bricklayers	.55 " 9 "
Building labourers	.25 " 10 "
Stonecutters	.60 " 8 "
Carpenters	.35 " 9 "
Joiners	.35 " 9 "
Stairbuilders	.40 " 9 "
Plasterers	.55 " 9 "
Lathers	.40 " 9 "
Plasterers' labourers	.25 " 10 "
Painters and glaziers	.30 " 9 "
Plumbers	.40 " 9 "
Steamfitters	.40 " 9 "
Tinsmiths	.39 " 9 "
Metal roofers	.39 " 9 "
Blacksmiths	.27½ " 9 "
Structural iron workers	.40 " 9 "
Ordinary labourers	.20 " 10 "
Driver, 1 horse and cart	.35 " 10 "
Driver, 2 horses and wagon	.50 " 10 "

Block and span wharf at Selma, B. C., name of contractor, H. MacAloney, Selma, B.C.; date of contract, November 23, 1907; amount of contract, $6,955.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
" helpers	1.35
Labourers	1.35
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Armoury building at Strathroy, Ont., name of contractors, Nagle and Mills, Ingersoll, Ont.; date of contract, November 27, 1907; amount of contract, $13,471.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Carpenters	$1.75 per day
Joiners	2.00 "
Stairbuilders	2.00 "
Painters and glaziers	1.75 "
Bricklayers	2.50 "
Masons	2.50 "
Stonecutters	2.50 "
Plasterers	.08 per yard
Lathers	.02½ "
Plumbers	2.00 per day
Gas and steamfitters	2.00 "
Blacksmiths	1.75 "
Sheet metal workers	1.75 "
Builders' labourers	1.65 "
Electricians	2.00 "
Ordinary labourers	1.50 "
Driver, 1 horse and cart	2.50 "
Driver, 2 horses and wagon	3.50 "

Post office, etc., building at Kincardine, Ont.; contractor, Wm. Nicholson, Wingham, Ont.; date of contract, November 29, 1907; amount of contract, $17,700.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Bricklayers	$4.00
Masons	4.00
Stonecutters	4.00
Carpenters	2.25
Joiners	2.50
Stairbuilders	3.00
Plasterers	4.00
Lathers	.03 per yard.
Painters and glaziers	2.50
Plumbers	3.00
Steam and gasfitters	3.00
Tinsmiths	2.25
Metal roofers	2.50
Electricians	2.50
Builders' labourers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.75
Driver, 2 horses and wagon	3.75

Additions, etc., to post office building at Toronto, Ont.; name of contractor, Geo. Henry, Toronto, Ont.; date of contract, November 30, 1907; amount of contract, $19,694.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:			
Stonecutters	$.50	per hour,	8	hrs. p. day
Masons	.50	"	8	"
Bricklayers	.50	"	8	"
Carpenters	.33	"	8	"
Joiners	.33	"	8	"
Stairbuilders	.33	"	8	"
Plasterers	.50	"	8	"
Lathers	.40	"	8	"
Painters and glaziers	.30	"	8	"
Plumbers	.37½	"	8	"
Steam and gasfitters	.37½	"	8	"
Tinsmiths	.32½	"	9	"
Metal roofers	.32½	"	9	"
Structural iron workers	.30	"	9	"
Electricians	.32½	"	8	"
Blacksmiths	.28	"	9	"
Builders' labourers	.25	"	8	"
Ordinary labourers	.20	"	9	"
One horse, cart and driver	.35	"	10	"
Two horses, wagon and teamster	.45	"	10	"

Extension to wharf at Lion's Head, Ont.; contractors, G. Kastner & D. Porter, Wiarton, Ont.; date of contract, December 6, 1907; amount of contract, $6,990.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.75
Carpenters	2.00
Blacksmiths	2.50
Blacksmiths' helpers	2.00
Ordinary labourers	1.75
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	3.50

Extension to wharf at Southampton, Ont.; names of contractors, G. Kastner & D. Porter, Wiarton, Ont.; date of contract, December 6, 1907; amount of contract, $41,000.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$ 2.75 per day of 10 hours.
" mixing concrete	2.50 " " "
" laying concrete	2.50 " " "
stone crusher	2.50 " " "
Timekeeper	2.00 " " "
Carpenter	2.00 " " "
" helpers	1.75 " " "
Dredge runner	$110.00 p. mo & brd, 12 hrs. dy.
" engineer	100.00 " " 12 "
" deckhands	35.00 " " 12 "
Tug captain	70.00 " " 12 "
" engineer	60.00 " " 12 "
" fireman	40.00 " " 12 "
Sailors	35.00 " " 12 "
Cook	40.00 " " 12 "
Scowmen	35.00 " " 12 "
Steam derrick eng'n'r	$ 2.50 per day of 10 hours.
" fireman	2.00 " " "
Labourers	1.75 " " "
Driver, 1 horse and cart	3.00 " " "
Driver, 2 horses and wagon	4.00 " " "

Breakwater at Portugese Cove, N. S.; names of contractors, Reid and Archibald, Halifax, N. S.; date of contract, December 9, 1907; amount of contract, $8,940.00

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.00
Carpenters	2.25
Blacksmiths	2.00
" helpers	1.50
Labourers	1.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

Additions and alterations to post office buildings at Port Arthur, Ont.; name of contractor, Chas. H. Sherwood, Port Arthur, Ont.; date of contract, December 16, 1907; amount of contract, $7,745.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$ .55 per hour, 8 hours per day.
Bricklayers	.57½ " 9 "
Masons	.57½ " 9 "
Carpenters	.35 " 10 "
Joiners	.35 " 10
Stairbuilders	.37½ " 10
Plasterers	.55 " 10 "
Lathers	.03½ per yd.
Painters & Glaziers	.25 per hour, 10 "
Plumbers	.45 " 10 "
Steam & Gas fitters	.45 " 10 "
Sheet metal workers	.25 " 10 "
Structural iron wrkrs.	.40 " 10 "
Electricians	.35 " 10 "
Blacksmiths	.30 " 10 "
Builders' labourers	.25 " 10 "
Ordinary labourers	.20 " 10 "
Driver, 1 horse and cart	.35 " 10 "
Driver, 2 horses and wagon	.50 " 10 "

Head block at wharf, St. Wiméon Que.; name of contractor, Nap. Trudel, St. Irénée, Que.; date of contract, December 18, 1907; amount of contract, $16,900.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	1.75
Blacksmiths	1.75
" helpers	1.25
Labourers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Public wharf at Sand Point, Ont.; name of contractor, J. J. Fallon, Cornwall, Ont.; date of contract, December 19, 1907; amount of contract, $6,254.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rates of Wages, Per Day of 10 Hours Not less than:
Foreman mason	$4.00
Masons	3.50
Foreman carpenter	3.00
Carpenters	2.00
Engineman for concrete mixer	2.00
Drillers	2.00
Powderman	2.00
Blacksmiths	2.25
" helpers	1.75
Quarrymen	1.75
Labourers	1.65
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.25

Two ice piers at River St. Jacques, Laprairie, Que.; names of contractors, Lefebvre & Lefebvre, Laprairie, Que.; date of contract, December 24, 1907; amount of contract, $7,023.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$2.00
Blacksmiths	2.00
" helpers	1.25
Divers, with outfit	8.00
" without outfit	4.00
Labourers	1.50
Driver, 1 horse and cart	2.00
" 2 horses and wagon	3.00

Department of Railways and Canals.

Construction of concrete dam at Bobcaygeon, Ont.; Trent Canal; date of contract, December 3rd, 1907; amount of contract, schedule rates; contractors, McCoy & Wilford, Limited, of Lindsay Co., of Victoria, Ontario.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman labourers	$2.50
Labourers	1.75
Carpenters	2.25
Stonecutters	4.00
Masons	4.00
Blacksmiths	2.00
" helpers	1.75
Team, wagon and driver	3.50
Horse, cart and driver	2.50

Erection of combined station and dwelling at Black River Road, N. S.; date of contract, December 27, 1907; amount of contract, schedule rates; contractors, D. G. Kirk, Woodworking and Contracting Co., of Antigonish, N. S.

FAIR WAGES SCHEDULE

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Bricklayers	$3.00
Ordinary labourers	1.35
Concrete men	1.50
Roofers	2.00
Blacksmiths	2.00
Carpenters	1.75
Timekeepers	1.50
Painters	1.75
Builders' labourers	1.50
Plumbers	2.00
Masons	2.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Electric wiring of station and dwelling apartments at Dorchester, N. B.; date of contract, December 27, 1907; amount of contract, $400.00. Contractors, The Dorchester Electric Light and Power Co., Ltd., of Dorchester, N. B.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Electric foreman	$2.25
Wiremen	1.75
Linemen	1.75
Carpenters	1.75

Removing of old station at Windsor, N. S.; and fitting it up for a baggage-room and storeroom; date of contract, December 23, 1907; amount of contract, $585.00; contractor, Robert H. Canavan, of Windsor, N. S.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
House movers	$1.50
Carpenters	.25 per hour
Builders' labourers	.16 "
Common labourers	1.25
Painters	2.00

Addition to station at Cap St. Ignace, Que. Date of contract, December 24, 1907; amount of contract, $750.00; contractors, Cloutier & Gaudreau, of L'Islet, Que.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Painters	1.75
Masons	2.50
Labourers	1.35

Painting on Districts 1, 2 and 3, I. C. Ry.; date of contract, December 23, 1907; amount of contract, schedule rates; contractor, Luc Vaillancourt, of L'Islet, Que.

FAIR WAGES SCHEDULE.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minster of Railways and Canals and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractor.

Painting on District No. 4, I. C. Ry.; date of contract, December 23, 1907; amount of contract, schedule rates; contractors, Cloutier & Gaudreau, of L'Islet, Que.

FAIR WAGES SCHEDULE.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minster of Railways and Canals and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractor.

Extension of station at Dalhousie, N. B.; date of contract, December 16, 1907; amount of contract, $1,395.00.; contractor, W. G. Mawhinney, of Upper Charlo, N. B.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.50
Masons	2.50
Labourers	1.25
Painters	1.50
Plumbers	2.00

Remodelling of station at St. Alexandre, Que.; date of contract, December 3, 1907; amount of contract, $849.00; contractors, Cloutier & Gaudreau, of L'Islet, Que.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Labourers	$1.35
Painters	1.75
Bricklayers	3.00
Carpenters	1.75
Masons	2.50
Tinsmiths	2.00

From Lake Nominingue to Le Lievre—35 miles; date of subsidy agreement, December 27, 1907; amount of subsidy granted, $3,200 per mile, not exceeding $6,400 per mile; company authorized to build La Compagnie du Chemin de Fer de Colonisation du Nord.

FAIR WAGES SCHEDULE.

The minimum rate of wages to be paid respectively for the several classes of labour by the Company, and for the hire of teams, shall be the current rate in the district through which the railway is constructed, and the Company hereby covenants and agrees to make good any difference in the rates paid for the work done which may be less than the current rate aforesaid. In the event of dispute arising as to what is the current or a fair and reasonable rate, or as to what amount or amounts, if any, are owing because of a difference in the rates paid for the work done at a rate which may be less than the current rate, the matter shall be determined by the Minister, whose decision shall be final.

Department of Marine and Fisheries,

The construction of two wooden lighthouse towers at Amherst Basin, in the County of Cumberland, N. S.; name of contractor, J. H. McKay; contractor and builder, of Amherst, N. S.; amount of contract, $2,300; date of contract, 9th October, 1907.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Painters	1.75
Bricklayers	3.00
Masons	2.50
Labourers	1.25

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$ 638.06
Making and repairing rubber dating stamps and type, also other stamps	77.80
Supplying stamping material and wooden boxes, and repairing stamping pads	2,679.50
Making Post Office scales	15.00
Supplying mail bags	5,109.30
Repairing mail bags	1,024.06
Making and repairing mail locks and supplying mail bag fittings	1,059.15
Supplying Street Letter Boxes and Railway Mail Clerks' tin traveling boxes, and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes and parcel receptacles	463.96
Making and repairing miscellaneous articles of Postal Stores	31.10
Making up and supplying articles of Official Uniform	738.90

TRADE DISPUTES DURING THE MONTH OF DECEMBER, 1907.

AS in previous years, there were very few industrial disturbances through trade disputes in Canada during the month of December, and compared with November, there was a marked decline in the amount of time lost by employees through this cause.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during December was 6, a decrease of 2 compared with the previous month, and a decrease of 7 compared with December, 1906. About 12 firms and 1,516 employees were affected by these disputes, 3 firms and 277 employees being involved in the disputes which began in December.

Loss of time in working days.—The loss of time to employees through trade disputes during December was approximately 10,775 working days, compared with 19,275 in November and 16,510 in December, 1906.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE SERIES C., No. 84.

TABLE OF TRADE DISPUTES DURING THE MONTH OF DECEMBER.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement	Date of termination	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males	Females	Males	Females			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Building Trades— Bricklayers	Victoria, B.C.	Dispute with stonecutters over right to lay cut stone	1	.....	50	.....	.....	.....	Nov. 15	Dec. 6	Stone was laid by a man holding membership in both Unions.
Metal and Shipbuilding Trades— Boilermakers and helpers	Halifax, N.S.	For increase in wages, mechanics from $2.50 to $3.50; helpers from $1.80 to $2.50 per day	1	.....	89	.....	100	.....	Sept. 25	.....	No settlement reported at end of month.
General Transport— Longshoremen	St. John, N.B.	For an increase in wages from 30 to 40 cents per hour	7	.....	1,000	.....	.....	.....	Nov. 22	Dec. 4	A compromise. Wages increased to 32½ cents an hour.

DISPUTES WHICH BEGAN DURING THE MONTH.

Building Trades— Carpenters and labourers	Toronto, Ont.	Non-payment of wages	1		42				Dec. 9	Dec. 14	Owners took work from contractors and paid arrears of wages.
Clothing Trades— Corset workers	St. Hyacinthe, Que.	Demand of Co. that employees should sign agreement for a deduction from wages, for investment in stock of Co.	1		100				Dec. 13		No settlement reported at end of month.
Shoe workers	Levis, Que.	Demand of an employes for an increase in wages, others stopped work in sympathy	1		57		38	40	" 3		No settlement reported at end of month.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned mention moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

Trades affected by new disputes.—The following table shows the trades affected by the new disputes of the month, and the number of working people affected in each group of trades:—

Trades.	No. of Disputes	No. of Workers.
Building	1	42
Clothing	2	235
Total	3	277

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of Canada:—

Province.	No. of Disputes.
Quebec	2
Ontario	1
Total	3

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	1
Non-payment of wages	1
Against conditions of employment	1
Total	3

Methods of settlement.—Of the 6 disputes in existence during December, 3 were terminated in the course of the month, leaving 3 still in existence at the close. One dispute was settled through negotiations between the parties concerned, one by the resumption of work after the removal of the cause, and one by the owners taking the job away from the contractors and paying the wages due.

Results of disputes.—Of the 3 disputes that were terminated, one resulted in favour of the employers, in one a compromise was reached, and in the third, which arose from a conflict between two unions, the result was indefinite, the cause of the trouble being removed.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during November, which began in previous months, comprised strikes of bricklayers at Victoria, B. C., longshoremen at St. John, N. B., and boilermakers and helpers at Halifax, N. S. A brief account of these disputes is given below:

Strike of Bricklayers at Victoria, B. C.

A strike of bricklayers employed upon St. Joseph's hospital at Victoria, B. C., took place on November 15. The cause of the strike was a dispute between the bricklayers' and stonecutters' Unions over the right to lay cut stone. The stone was laid by a man who was a member of both the unions, and on the completion of this work, the bricklayers returned, having been out for three weeks. About 50 men were involved in this dispute.

Dispute of Longshoremen at St. John, N.B.

A dispute of longshoremen at St. John, N. B., which began on November 22, on account of the refusal of the shipping companies to pay wages at the rate of 40 cents per hour, was terminated on December 4, when work was resumed at the rate of 32½ cents per hour, an increase of 2½ cents per hour above last winter's rate. It was reported that 7 firms were interested in the settlement of the dispute. According to the Longshoremen's Union, 1,000 men were thrown out of work by the dispute.

Strike of Boilermakers and Helpers at Halifax, N. S.

No change was reported in the situation of the strike of boilermakers and helpers of the Halifax Graving Dock Company, which began on September 25, on account of the refusal of the employers to grant a demand for an increase

in wages. About 89 employees were involved directly and 100 indirectly in this dispute.

New Disputes.

The new disputes of the month affected corset workers at St. Hyacinthe, Que., boot and shoe workers at Levis, Que., and carpenters and builders' labourers at Toronto, Ont.

Dispute of Corset Workers at St. Hyacinthe, Que.

On December 12, the Eastern Townships Manufacturing Company presented a document to their employees for their signatures, by which each employee would bind himself to leave in the hands of the Company 10 per cent. of his weekly earnings, until the sum so left amounted to $100, which would be invested in a share of the capital stock of the company. Any employee who was unwilling to agree to these terms could be discharged by the company without any other cause. The employees signed this document when it was first presented, but on December 13, they all signed another paper withdrawing their signatures to the company's document, and stating that no understanding had yet been reached between the parties. Operations in the factory ceased from that date, the employees claiming that they were locked out, and no settlement of the dispute was reached during the month. *

Strike of Boot and Shoe Workers at Levis, Que.

On December 3, the shoe machine workers employed by the firm of J. B. Blouin & Son, at Levis, Que., declared a strike on account of the refusal of the employers to grant a request of the man in charge of the sole finishing department for an increase of 20 per cent. in his wages. On December 6, according to a report received from the employers, the leather cutters went out, having been refused a demand for payment of wages by the piece instead of by the week. On December 13, about 40 other employees, members of the lasters' union, joined the strikers in sympathy, and they all remained out during the rest of the month. About 38 male and 40 female employees were indirectly affected by the dispute. The firm stated that there were 114 men and 31 women workers effected by the dispute. It was claimed by the employers that the man who asked for an increase in wages did not do his work properly, and did not care whether he remained there or not. They also claimed that there would be no difficulty in filling his place, and that the question of wages only affected this one man. On the other hand, the strikers claimed that the employee who demanded the increase in wages was a first-class hand, who was paid by the piece at a price far inferior to that paid in Quebec factories, and that he had asked for an increase with the object of paying more to the 6 men or boys working for him, who could only earn between $3 and $4 per week at the prices paid. During the progress of the dispute, the strikers sought work in other factories.

Strike of Carpenters and Labourers at Toronto, Ont.

On December 9, about 16 carpenters and 26 labourers employed on the construction of a gum factory at Toronto, Ont., stopped work on account of the failure of the contractors to pay them their wages, the arrears amounting to the aggregate sum of $850. The men entered a mechanics' lien against the building for the recovery of their wages. The owners of the property then took the job out of the hands of the contractors and paid all the overdue wages. Work was resumed on December 14 under the supervision of the owners.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of December, and which have been reported to the department.

* On another page of the present number of the *Labour Gazette*, an account is given of the action of the Department with reference to this dispute, under the Industrial Disputes Investigation Act, 1907.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1907.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 283 individual workpeople in Canada during the month of December, 1907, were reported to the Department of Labour. Of these, 88 were fatal and 195 resulted in serious injuries.

The number of fatal accidents reported in December, 1907, was 81 less than the previous month and 87 more than in December, 1906.

Of 188 returns received during the month giving the ages of the victims of industrial accidents, 16 referred to persons under twenty-one years of age, 33 to persons between twenty-one and forty-five, 16 to persons over 45; 93 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and groups of trades:—

STATEMENT OF ACCIDENTS DURING DECEMBER 1907, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed	Injured	Total
Agriculture	20	21	41
Fishing and hunting	1	..	1
Lumbering	9	7	16
Mining	15	17	32
Building trades	2	8	10
Metal trades	6	50	56
Woodworking trades	3	15	18
Printing trades	..	2	2
Clothing trades	..	2	2
Textile trades	..	5	5
Food & tobacco preparation	..	1	1
Leather trades	..	1	1
Railway service	20	27	47
Navigation	7	..	7
General transport	2	11	13
Civic employees	..	11	11
Miscellaneous	3	10	13
Unskilled labour	..	7	7
Total	88	195	283

Nature of Fatalities and Accidents.

The chief disasters of the month were, the killing of four railway construction hands by the fall of a boulder at Key Harbour, Ont.; the death of three workmen by the explosion of a boiler at Glace Bay, N. S., and the death of an engine crew at Angler, Ont.

Disaster to Members of Construction Gang at Key Harbour, Ont.

On December 5th, some eighteen men were working in a rock cut on the Canadian Northern Railway near Key Harbour, Ont., when a piece of rock rolled down from the face of the cut, exploding a charge of dynamite, which killed four workmen, three instantly, and injured several others. The cause of the accident could not be ascertained, as no dynamite had been used in the cut for several days previous.

Boiler Explosion at Glace Bay, N. S.

On the morning of December 21st, a boiler explosion occurred at the engine house of No. 2 colliery of the Dominion Coal Company, at Glace Bay, N. S., by which three workmen lost their lives and three others were severely burned and cut.

Railway Wreck Near Angler, Ont.

On December 16, owing to the removal of a rail by a section gang, proper precautions not having been taken to flag the incoming train, engine No. 96, Canadian Pacific express eastbound, was ditched near Angler, Ont., and the fireman and engineer killed.

Record by Trades and Industries.

Agriculture.—There were 20 fatal and 21 non-fatal accidents happening to persons engaged in agriculture during December, 1907, compared with 23 killed and 25 injured in November, and 11

killed and 21 injured in December, 1906. Five of the deaths were due to runaways, 4 to falling material, 3 to falls, 3 to live stock, 2 to machinery, 2 to being struck by trains, and 1 to drowning. Of the serious accidents, 6 were due to explosions, 5 to falls, 4 to machinery, 3 to falling material, and 1 each to live stock, to being run over, and to a runaway.

Fishing and hunting.—During December, a fisherman at New Westminster, B. C., fell out of his boat and was drowned In the preceding month, the record was 2 deaths, and in December, 1906, 3 deaths.

Lumbering.—In the month of December, 1907, death through accident occurred to 9 workers in this group, and 7 others were injured. In November, 10 were killed and 10 injured, and in December, of last year, the record was 14 killed and 21 injured. Trees fell on and killed 6; a log rolled on a workman and killed him; 1 was drowned, and 1 had his head caught in an elevator. Three of the accidents were caused by falling material and 1 each by a fall, by exposure by tools and by machinery.

Mining.—Fifteen mine-workers were killed and 17 injured during December, 1907, compared with 13 killed and 20 injured in the previous month, and 9 killed and 16 injured in December, 1906. Eight of the deaths were due to explosions, 3 to falling material, 2 to being struck by cars or boxes, 2 to being crushed between cars, and 1 each to a fall and to being struck by a runaway car. Of the serious injuries, 8 were due to falling material, 5 to explosions, 3 to being struck by cars, and 1 to a fall.

Building trades.—There were 2 deaths due to accident in this group during December, 1907, and 8 accidents, compared with 6 killed and 23 injured in November, and 3 killed and 21 injured in December of last year. A painter at Niagara Falls, Ont., was killed by falling from a ladder and a builders' labourer at Port Colborne was killed by falling 176 feet from the rool of a house. Five of the other accidents were caused by falls, 2 by machinery and 1 by falling material.

Metal trades.—During December, there were 6 fatal and 50 non-fatal accidents in this group, compared with 8 killed and 37 injured in the preceding month, and 11 killed and 30 injured in December, 1906. Two of the fatalities were due to electric shock, and one each to machinery, to being run over by a train, to being struck by the cable of a derrick, and to drowning. Of the injuries, 13 were due to machinery, 12 to explosions, 8 to falling material, 7 to falls, 5 to flying splinters, etc., 2 to being run over by trains, and 1 each to molten metal, to an elevator and to electric shock.

Woodworking trades.—Three workers were killed and 15 injured during December, 1907. In the preceding month, there were 14 injured, and in December of last year, 7 injured. A woodworker at Deseronto, Ont., fell against a circular saw and was killed, a furniture worker at Winchester, Ont., was also killed by coming in contact with a saw, and an engineer in a casket factory at Mount Forest, Ont., was killed by being caught in shafting Thirteen of the minor accidents were caused by machinery and 2 by falling material.

Printing trades.—Two minor accidents, due to machinery, were recorded in December. The month before there were three accidents and in December, 1906, 2.

Clothing trades.—Two accidents caused by machinery occurred in December; in November there were 2 accidents, and in December, 1906, 2.

Textile trades.—In these trades there were 5 non-fatal accidents in December, 1907, 4 of which were due to machinery and 1 to falling material.

Food and tobacco preparation.—There was 1 minor accident in this group, caused by machinery. In the preceding month, the record was 1 killed and 13 injured, and in December of last year, 2 killed and 7 injured.

Leather trades.—A harness maker during December fell down an elevator shaft at St. Catharines and was injured internally. There were no accidents in the previous month, nor in December, 1906.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 50.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1907.

Trade or Industry.	Locality.	Date.	No. Killed.	Cause of Fatality.
Agriculture—				
Farmer	Village des Aulnaies, Que	Dec. 2	1	Load of wood fell on him.
"	South Battleford, Sask	" 2	1	Fell 60ft. into well.
"	Sowerby, Ont	" 4	1	Drowned, ice gave way.
"	Garden Hill, Ont	" 7	1	In a runaway.
"	Saskatoon, Sask	" 7	1	Caught in threshing machine.
"	St. Lambert, Que	" 7	1	In a runaway.
"	Putnam, Ont	" 4	1	Trampled to death by team.
"	Hartney, Man	" 4	1	In a runaway.
"	Moorefield, Ont	" 12	1	Struck by train at crossing.
"	Hamilton, Ont	" 13	1	In a runaway.
"	Glenbow, Alta	" 10	1	Fell from hay loft.
"	Asbestos, Que	" 17	1	Kicked by a horse.
"	Kingston, Ont	" 27	1	Blow of hammer caused septicemia.
"	Osage, Sask	" 21	1	In a runaway.
"	Sussex, N.B	" 7	1	Struck by train.
"	Wellandport, Ont	" 24	1	Fell from building.
Farmer's son	Raymond, Alta	" 22	1	Horse fell on him.
"	Cap Rouge, Que	" 14	1	Load of wood fell on him.
"	Mildmay, Ont	" 14	1	Tree fell on him.
Farm hand	London, Ont	" 21	1	Vat of syrup rolled on him.
Fishing and Hunting—				
Fisherman	New Westminster, B.C	Dec. 6	1	Drowned, fell out of boat.
Lumbering—				
Logger	Long Lake, Ont	" 2	1	Drowned, ice gave way.
"	Lakehurst, Ont	" 12	1	Tree fell on him.
"	Buctouche, N.B	" 13	1	Tree fell on him.
"	Kenora, Ont	" 10	1	Log fell on him.
"	Mildmay, Ont	" 14	1	Tree fell on him.
"	Jacques Cartier River, Que	" 25	1	Tree fell on him.
"	Tabusmtac, N,B	" 16	1	Tree fell on him.
"	Richmond, Que	" 21	1	Tree fell on him.
Saw mill hand	Hull, Que	" 16	1	Head caught in elevator.
Mining—				
Miner	Cobalt, Ont	" 9	1	Explosion of dynamite.
"	Cobalt, Ont	" 8	1	Fell 66ft. in shaft.
"	Eustis, Que	" 16	1	Struck by underground car.
" (fireman)	Thetford Mines, Que	" 9	1	Crushed between cars in mine.
" (fireman)	Glace Bay, N.S	" 22	2	By boiler explosion.
"	Cobalt, Ont	" 19	1	Explosion of dynamite.
"	Sydney, N.S	" 27	1	Caught between coal cars.
"	Cobalt, Ont	" 23	1	Explosion of dynamite.
"	Extension, B.C	" 7	2	Gas ignited.
"	Westville, N.S	" 6	1	Box fell on him.
Quarryman	Hull, Que	" 16	1	Explosion of dynamite.
"	New Rockland, Que	" 21	1	By falling rock.
"	Ottawa, Ont	" 14	1	Arm of derrick broke.
Building—				
Painter	Niagara Falls, Ont	" 20	1	Fell from ladder.
Builder's labourer	Port Colborne, Ont	" 7	1	Fell from roof 176 ft.
Metal Trades—				
Machinist	Fort William, Ont	" 1	1	Caught in belting.
Electrical lineman	Maisonneuve, Que	" 16	1	Electrocuted.
" worker	Shawingan, Que	" 17	1	Electrocuted.
"	St. Heleine, Que	" 9	1	Run over by train.
Structural iron worker	Hartwell's Locks, Ont	" 13	1	Struck by cable of derrick.
"	Vancouver, B.C	" 24	1	Drowned, fell from bridge.
Woodworking and Furnishing Trades—				
Woodworker	Deseronto, Ont	" 4	1	Fell against circular saw.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 50.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1907.

Trade of Industry.	Locality.	Date.	No. Killed	Cause of Fatality.
Furniture worker	Winchester, Ont.	" 28	1	Contact with saw.
Engineer casket factory	Mount Forest, Ont.	" 2	1	Caught in shafting.
Railway Employees—				
Engineer	Angler, Ont.	" 17	1	Derailment of engine.
Fireman	Regina, Sask.	" 13	1	Runover by train.
"	Angler, Ont.	" 17	1	Derailment of engine.
Brakeman	Ericau, Ont.	" 3	1	Caught between cars.
"	Brocket, Alta.	" 22	1	In head on collision.
Car repairer	Barrie, Ont.	" 19	1	Struck by engine.
"	Toronto Junction, Ont.	" 11	1	Crushed under car, trestle gave way.
Switchman	Fernie, B.C.	" 6	1	Run over by train.
Construction hand	Merrickville, Ont.	" 11	1	Run over by hand car.
"	Key Harbour, Ont.	" 5	4	Explosion of dynamite.
"	Fernie, B.C.	" 3	1	In a rockslide.
"	Hartwell's Locks, Ont.	" 13	1	Derrick boom fell on him.
"	Near Vermillion, Ont.	" 22	1	Explosion of dynamite.
"	Near Vermillion, Ont	" 19	1	Explosion of dynamite.
"	Ste. Euphémie, Que.	" 24	1	In a rockslide.
Sectionman	Peterborough, Ont.	" 11	1	Drowned, fell off bridge.
Freight handler	Montreal, Que.	" 23	1	Run over by locomotive.
Navigation—				
Sailor	Deadman's Cave, N.S.	" 6	1	Drowned, vessel wrecked.
"	Near New Westminster, B.C.	" 10	1	Drowned, fell overboard.
Mate	Bridgewater, N.S.	" 8	1	Drowned, fell overboard.
Longshoreman	New Westminster, B.C.	" 7	1	Run over by street car.
Diver	Fort William, Ont.	" 24	1	Drowned, dress burst.
Sailor	Grand Manan, N.B.	" 24	1	Drowned.
Fireman	Lunenburg, N.S.	" 24	1	Drowned, fell of wharf.
General Transport—				
Delivery employee	Montreal, Que.	" 13	1	In collision with street car.
Teamster	Port Rorge, Que.	" 16	1	Run over by load of wood.
Miscellaneous—				
Cement mill worker	Shallow Lake, Ont.	" 1	1	Caught in machinery.
Commercial traveller	Davelryville, Que.	" 3	1	Struck by train at crossing.
Civil engineer	Cedars, Que.	" 16	1	Burned to deathin house on works.

Railway service.—In this category the record for December was 20 killed and 27 injured. In November, there were 51 killed and 26 injured, and in December, 1906, 18 killed and 27 injured. Of the fatalities, 6 were caused by explosions, 4 by being run over, 2 each by derailments, by being caught between cars, and by rock slides, and 1 each by a collision, by being struck by an engine, by falling material and by being drowned. Five each of the other accidents were caused by collisions, by falls and by falling material, 4 by being run over, and 2 each by being caught between cars, by derailments, by flying material and by being struck by engines.

Navigation.—During December, there were 7 workmen killed; in the preceding month, 13 killed and 7 injured, and in December, 1906, 7 killed and 12 injured. Six of the deaths were due to drowning and 1 to being run over by a street car.

General transport.—A delivery employee in Montreal, Que., was killed by his vehicle coming in collision with a street car, and a teamster at Port Rouge, Que. fell in front of his load of wood and was

killed by being run over. Five workmen were injured by falls, 2 by falling material, and 1 each by being run over, by a collision, by being caught between cars, and by being struck by an engine.

Civic employees.—In this group 11 workmen were more or less injured during December; in November, 3 were injured, and in December of last year, 2 were killed and 4 injured. Five firemen were badly burned at fires; 2 of the injuries were due to falls; the Chief of Police at Napanee, Ont., had an eye injured by a prisoner, and a civic employee a St. Thomas, Ont., broke his neck by falling into a sewer.

Miscellaneous.—Among these workmen there were 3 killed and 10 injured. In November, there were 7 killed and 12 injured, and in December, 1906, 3 killed and 15 injured. A cement mill employee at Shallow Lake, Ont., was caught in machinery and killed; a commercial traveller was killed by being struck by a train at a crossing, and a civil engineer at Cedars, Que., was burned to death in his working shack. Machinery caused 3 other injuries, falling material 2, and an explosion, an elevator, clothing catching fire, flying material and a fall, 1 each.

Unskilled labour.—Seven labourers were injured during December. In the month before, 4 were killed and 16 injured, and in December, 1906, 2 were killed and 1 injured. Two of the injuries were caused by falling material, 2 by being caught between cars, and 1 each by an elevator, by a cave-in, and by flying material.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during December, 1907.

Merchant Shipping Statistics.

Reports of the Harbour Commissioners for Toronto, Quebec, Three Rivers, Belleville, North Sydney, Pictou and Montreal, and Pilotage Authorities, certificates to Masters and Mates, the Harbour and Shipping Masters, certain port Wardens and Statement of Wrecks and Casualties, chiefly up to the 31st day of December, 1906. Ottawa: King's Printer, 1907. Pages, 164. Price, 20 cents.

In the volume containing the reports of the harbour commissioners of Canada, issued as a supplement to the Thirty-ninth Annual Report of the Department of Marine and Fisheries, it is stated that the total number of vessels on the register books of the Dominion on December 31, 1906, was 7,512, with a total of 654,179 tons register, an increase of 187 vessels and a decrease of 15,646 tons compared with the previous year. There were 397 new vessels built and registered in Canada during 1906, measuring 21,741 tons, and with an estimated value of $978,345. In a table showing the tonnage of each of the maritime states of the world, it is stated that the net tonnage of British vessels amounted to 11,742,672 tons, total of 26,776,607 tons for the whole world.

Criminal Statistics.

Report of the Minister of Justice as to Penitentiaries of Canada for the nine months ended March 31, 1907. Ottawa, King's Printer, 1907. Pages, 200. Price, 15 cents.

The average daily population of the penitentiaries of Canada during the fiscal year 1906–7 was 1,433, compared with 1,407 in the previous year. The slight increase is attributed by the Inspector of Penitentiaries to the growing population of the country. There were 157 paroles and 29 pardons during the last fiscal year. About 17 per cent of the prisoners were absolutely illiterate, and not more than 10 per cent had the advantage of a good common school education. It is stated that youths under 20 years of age constitute 11 per cent of the prisoners.

Canadian Fisheries.

Fortieth annual report of the Minister of Marine and Fisheries, Canada, Ottawa, King's Printer, 1907.

The annual report of the Fisheries Branch of the Department of Marine and Fisheries has been made public. It shows the total value of the fisheries of Canada during the last fiscal year to have been $26,279,485, a net decrease of $3,200,077. The bulk of the decrease was

n British Columbia, representing $2,846,369, and due entirely to the shortage in the salmon catch. Quebec showed an increase of $171,319, and Ontario one of $25,893.

The quantity of fish used as bait in the season of 1906 is valued at $544,453, and that of fish oil at $253,520.

The fur seal skins secured by the British Columbia hunters during the same period realized $316,224.

The most important fluctuation is noticed in the salmon industry, which notwithstanding a diminution of over three million dollars, still heads the list with a surplus of over two millions above any other species.

While the lobster industry is half a million less than last year, that of herring and mackerel each show an increase of over $400,000.

The large falling off noticed in the sardine industry is ascribed to the reduction of 50 cents per barrel as received fresh from the weir fishermen.

From the year 1869 to 1906 inclusive, the five principal commercial sea fishes have yielded the following values to the industry.

Cod	$139,514,753
Salmon	96,790,220
Lobsters	83,291,553
Herring	75,270,165
Mackerel	47,416,972

Indian Affairs.

Annual Report of the Department of Indian Affairs for the year ended March 31, 1907. Ottawa, King's Printer, 1907. Pages, 660. Price, 25 cents.

The report of the Department of Indian Affairs for the last fiscal year shows that the Indian population of Canada is slowly increasing in numbers, so far as can be ascertained by careful estimates. It is calculated that March 31, 1907, there were approximately 110,345 Indians in Canada, including 20,485 supposed to outside treaty limits. The amount of land under cultivation by Indians was 52,256 acres in 1907, an increase of 4,301 compared with the previous year, and the value of farm products showed an increase of 195,601. The earnings of the Indians amounted to $1,659,398 in wages and $714,125 in various industries, showing an aggregate decrease of $1,239, for the nine months ending March 31, compared with the previous twelve months. This would indicate an actual increase in earnings if comparisons were made for similar periods of time.

Public Works.

Report of the Minister of Public Works on the Works under his control for the Fiscal Period ended March 31, 1907. Ottawa: King's Printer, 1907. Pages, 532. Price, 25 cents.

During the fiscal year 1906-7, the total expenditure incurred by the Department of Public Works amounted to $7,156,396.06. Of this amount the sum of $2,784,713.69 was spent on public buildings, $1,964,529.28 on dredging, and $1,532,255.77 on harbours and rivers. The revenue for the period of nine months amounted to $279,484.15, compared with a revenue of $261,314.67 for the twelve months of the previous fiscal year. The principal sources of revenue are from slides and booms, graving docks, rents and telegraph lines. The receipts from all these sources, except from graving docks, were proportionately greater than in the previous year.

BRITISH REPORT.

Changes in Wages and Hours of Labour.

Report on Changes in Rates of Wages and Hours of Labour in the United Kingdom in 1906, with comparative statistics for 1897–1905. London: Wyman and Sons, 1907. Pages, 181. Price, 9d.

The report on changes in wages and hours of labour in Great Britain during 1906 shows that compared with 1905 there were net advances in all the principal groups of trades, with the exception of building and quarrying. Nearly 1,098,000 workpeople received advances, amounting in all to £58,400 per week, while only about 5,000 sustained decreases, amounting to rather more than £500. The aggregate increase in wages calculated from the date of each change to the end of the year is computed at £1,419,000. During 1906, the wages of 1,060,172 workpeople were changed without any stoppage of work, a cessation of work occurring in the case of only 54,988, whose wages were changed. The regular working hours of 54,954

workpeople were changed during the year, a reduction of hours being made in the case of 52,969 people. The net effect of the changes was a reduction of 98,892 hours in the weekly working time of the employees affected.

Preliminary figures are given for the first half of 1907, showing a continuance of the upward tendency of wages in all groups of trades, the most important changes being in the coal mining and textile industries.

NEW ZEALAND REPORT.

Work of the Department of Labour.

New Zealand Department of Labour: its Organization and Work. Issued under the Direction of the Hon. J. A. Millar, Minister of Labour. Wellington, New Zealand: King's Printer, 1907. Pages, 32.

In an illustrated pamphlet issued under the direction of the Minister of Labour of New Zealand, an account is given of the work of the Department of Labour of New Zealand, since its inception in 1891 as "The Bureau of Industries." The Department was instituted primarily to help the unemployed to obtain work, and up to March 31, 1907, employment was procured for 52,477 men with 88,818 dependants by various acts, the duties of the Department were extended to the inspection of factories, shops, servants' registry offices, shearing sheds, and scaffolding. In 1893 the publication of a monthly journal was commenced, which contains report of the state of trade and labour in all parts of New Zealand, legal decisions, awards of the arbitration court and recommendations of conciliation boards, as well as special articles on industrial questions. The administration of the Industrial Conciliation and Arbitration Act was entrusted entirely to this Department in 1900. In 1905, the Minister of Labour was empowered to acquire land and build dwellings to be leased at low rental or sold to workpeople on easy terms of payment. Houses have been built under the "Workers' Dwellings Act," in several localities, the rent of which ranges from 9s. 3d. to 11s. per week, and it is proposed to erect smaller ones, which will be rented at 8s. or less per week.

UNITED STATES REPORT.

Industrial Statistics of Virginia.

Tenth Annual Report of the Bureau of Labour and Industrial Statistics for the State of Virginia, 1907. Richmond, Va. Superintendent of Public Printing. Pages, 332.

The Report of the Bureau of Labour Statistics of Virginia for 1907 contains 47 statistical tables giving returns of the number of employees, wages, and hours of labour in the principal industries of the State, railway accidents, and coal production in Virginia. The volume also contains a report of the special agent of the Bureau on inspection of factories and investigations touching child labour, with copies of laws relating to the employment of children which are in force in the United States.

OTHER REPORTS RECEIVED

Canada.—Report, returns and statistics of the Inland Revenue of the Dominion of Canada for the fiscal year ended June 30, 1907. Part III. Adulteration of Food.

Reports of the Public Accounts Committee, Session 1907.

Convention respecting the Commercial Relations between Canada and France.

Canada Public Accounts for the fiscal period of Nine months ended March 31, 1907.

Report of the Auditor General for the nine months ended March 31, 1907. Volumes I and II.

Ontario.—Annual Reports of the Live Stock Associations of the Province of Ontario, 1906 and 1907.

Report of the Farmers' Institutes of the Province of Ontario, 1906. Part I Farmers' Institutes. Part II—Meetings and Statistics. Appendix to the Nineteenth Annual Report of the Inspectors of Factories for the Province of Ontario, 1906. Devices for Guarding Machinery, etc.

Saskatchewan.—Public Accounts of the Province of Saskatchewan for the Financial Years 1905, 1906-7.

British Columbia.—Estimates of the Revenue and Expenditure of British Columbia for the fiscal year ending 30th June, 1908.

Great Britain.—Statistical Abstract for the Principal and other Foreign Countries in each year from 1895 to 1904-5.

Reports of the Chief Registrar of Friendly Societies for the Year ending 31st December, 1906, Part A—Appendix (0). Particulars of valuation returns.

Return of Railway Servants of certain classes who were on one or more occasions during the Month of July, 1907, on duty on the Railways of the United Kingdom for more than twelve hours at a time.

Annual Statement of the Trades of the United Kingdom with Foreign Countries and British Posessions, 1906. Supplement to volumes I and II. Abstract and detailed tables showing countries of Consignment of Imports and Countries of ultimate destination of Exports.

United States.—Twenty-first Annual Convention of the International Association of Factory Inspectors held at Hartford, Connecticutt, June 4th, 5th, and 6th, 1907.

Italy.—Relazione Preliminare sul Programma dei Lavori della Commissione.

The Netherlands.—Grèves et lock-outs dans les pays bas pendant 1906.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

SUPREME COURT CASES.

Appeal in Damage Suit Allowed.

Appellant was the widow of a man who was killed by a train of cars run by the respondents, while engaged in keeping the track clear of snow. The respondents had not complied with the provisions of the Nova Scotia statute requiring a man to be stationed on the car at the rear of the train which was moving reversely, and the judgment appealed from, setting aside a verdict for the appellant, held that the death of deceased was caused by the negligence of a fellow-servant, and plaintiff could not recover when it was shown that the trains were habitually run in violation of statutory rules. Appellant argued that the doctrine of common employment could not be invoked where there was a breach of a statutory duty, and, moreover, that it could not be raised in this case, as "The Employers' Liability Act" took away the right to do so. The Court allowed the appeal, and restored the verdict of the trial in plaintiff's favour.

(McMullin v. Nova Scotia Steel & Coal Co.; 13th December, 1907; Supreme Court.)

Two Cents a Mile Between Toronto and Montreal.

The appeal taken by the Grand Trunk Railway from the decision of the Railway Commission, declaring that the railway company is bound by the terms of its charter to run at least one passenger train per day each way, between Montreal and Toronto, charging a third-class fare at one penny per mile, has been dismissed.

The Railway Company contended that the provision in question had been abrogated by the course of subsequent legislation relating to the road, but the Court held, affirming the judgment of the Board that the statutory provision was still in full force and effect.

(Grand Trunk Railway Co. v. Robertson; 13th December, 1907; Supreme Court.)

NOVA SCOTIA CASE.

Important Decision on Chinese Head Tax.

The Nova Scotia Supreme Court has decided that it is not an indictable crime for a Chinaman to come into Canada by evasion of the payment of the $500 head tax provided for by the Chinese Immigration Act, R. S. C., chapter 95.

The case arose out of the arrest of seventeen Chinamen in Cape Breton, who were charged with having been smuggled

into Canada from Newfoundland. Judge MacKenzie, of the County Court, had held that the Chinamen, in entering Canada without paying the tax imposed by the Act, had committed an offence for which they might be indicted under the Act. The Supreme Court held that the tax was only a debt, which could be sued for in a civil action, the entry of a Chinaman into the country without payment of the tax being analogous to the case of a commercial traveller entering a municipality where a special tax was imposed, without paying such tax.

The case turns entirely on the construction to be put upon the statute. The argument in support of the conviction was that every violation of the Act was an indictable offence, but the majority of the Court held that this could not refer to mere failure to pay the tax imposed. Moreover, there were express provisions in the Statute with reference to the mode of collecting the tax which tended to exclude the idea that non-payment was intended to be made a criminal offence.

The result of the decision is that the convictions of the prisoners who had been fined $100 each, are quashed.

(Nova Scotia Supreme Court; 30th November, 1907.)

QUEBEC CASES.

Validity of Agreement.

Plaintiff brought suit in the Superior Court at Montreal to recover $1,327.30, damages, on the ground that he was verbally offered by the defendant and five of the directors of the Accident and Guarantee Company of Canada, of which Company defendant was the president, the position of manager of the company; that he accepted the offer on the strength of a letter signed by Nelson, as president, and resigned the position which he held with the Canada Life Assurance Company, but that subsequently, Nelson wrote to the plaintiff that he had not been authorized by the board of directors to make the offer, and that the board declined to confirm it. Plaintiff then accepted the position of inspector of agencies for the same company, under reserve of his rights, and after his services as inspector had been dispensed with, he again tendered his services as manager, under the original agreement, but those services were again refused. Plaintiff then sued the company, but his action was dismissed, on the ground that his appointment as manager had never been authorized by the board. He then sued defendant personally for damages. In the court of first instance, plaintiff's action was dismissed, and he carried the case to review, when the judgment at the trial was reversed and judgment rendered in plaintiff's favour for $827, damages and costs.

In rendering the judgment of the Court of Review, Mr. Justice Mathieu held that the directors who made the offer to plaintiff were in the majority, and, necessarily, their authorization was the authorization of the board. How, then, could the first court hold that these directors, who made an offer which they could carry out if they chose, could, after their offer had been accepted, refuse to have it carried out, and not make themselves responsible to plaintiff. The plaintiff did not waive his rights against defendant by accepting the new position offered him. There was no proof that he waived his claim against defendant, and he could not be presumed to have done so. Plaintiff accepted his new position from the company, and not from the person who was responsible to him for damages he had suffered by reason of not having been made manager of the company, viz., the defendant.

(Stewart v. Nelson; November, 1907; Court of Review.)

Damages Awarded Widow and Children.

Plaintiff, the widow of a workman named Perrault, who was killed while at work in the employment of defendant, sued to recover $15,000 damages for herself and six minor children. Defendant was the contractor for the demolition of the Temple Building at Montreal, and deceased was employed by him on the work. The accident which caused the death was a peculiar one. Both elevators in the building had been run down to the basement preparatory to their

removal, while two of deceased's fellow-workmen climbed on top of one to unfasten the cables. These men imprudently cut the cables, which released a heavy counter-poise, weighing over fourteen hundred pounds. The counter-poise dropped down from the top flat along the guides running alongside the other elevator. At this moment, deceased, for some inexplicable reason, thrust his head between the guides, with the result that he was decapitated by the falling iron weight. The jury found that the accident was due to the negligence of defendant or his employees, and assessed the damages at $3,000, of which $2,000 was given to the widow and $1,000 to the children.

(De. Perrault v. Major; 11th December, 1907; Charbonneau, J.)

Action for Damages.

Plaintiff, a workman in the employ of defendants, brought suit in the Superior Court at Montreal to recover an indemnity of $4,000 for injuries sustained in the course of his employment. The accident giving rise to the action occurred on the 19th December, 1906. Plaintiff, who is a young man aged 22, was engaged in baling shavings by means of a horizontal press. While in the act of handling one of the panels which separated the bales, his left arm was caught by the machinery, which is continually in motion while the pressing goes on, and was so badly crushed that it had to be amputated below the elbow.

The jury, after deliberation, arrived at the conclusion that the accident was occasioned by the victim's own carelessness, and that he was not entitled to any indemnity. The action was accordingly dismissed.

A pleasing feature in connection with the case was that after the jury's verdict had been rendered, defendants offered to take plaintiff back into their employ at the same wages he obtained before the accident, provided his conduct was good.

(Borduas v. Wm. Rutherford & Sons, Ltd.; 6th December, 1907; St. Pierre, J.)

Forfeiture of Wages by Leaving without Notice.

Plaintiff entered the service of defendants as a clerk at the salary of $40 a month, but after working eleven days, left his employment without giving any notice to his employers. He then claimed payment of salary for the time he had worked, which being refused him, he brought suit to recover the amount. The court held that plaintiff had forfeited his right to demand such payment by leaving without due notice, and dismissed his action.

(Simmons v. C. P. R. Co.; 12th December, 1907; Circuit Court, Dorion, J.)

Railway Crossing Gateman Drunk while on Duty.

Michael Colfer, a watchman in charge of the gates at the Charlevoix Street crossing of the G. T. R., in Montreal, was recently charged with being drunk in his cabin and neglecting his duties. It was alleged that between 10 and 11 o'clock one night, the crossing gates at Charlevoix street had been left open while trains were passing. This endangered the lives of persons who had ventured on the track, and led to an investigation as to the cause of the negligence, when it was discovered that the gateman was lying drunk in his cabin along with a companion, who was also under the influence of liquor. The evidence showed that at the time of his arrest, Colfer had had no sleep for nearly forty-eight hours, but it was his own fault. However, it was proved that his regular hours on duty were fourteen hours a day, which fact prompted the Recorder to say that he would send for the Railway's yard-master and advise him that that length of time was too long. He also said that he had no time to make an enquete on the general administration of railroads, but that after what had been stated before him, it was no wonder that there are so many accidents at railway crossings. As to Colfer, the Recorder said that he was under the impression that he was not sober when arrested, and that at

any rate he was not attending to his duty. He could fine the prisoner $400, or send him to jail for one year, but he would be lenient, and impose a sentence of two months in jail and $50 fine. In default of the fine being paid, the prisoner will spend three additional months in prison.

(Rex v. Colfer; 13th December, 1907; Weir, Recorder)

Stanley Gillespie, G. T. R. gateman at the Charlevoix street crossing in Montreal, who was appointed to succeed Michael Colfer, convicted of a like offence, as noted above, was charged with being intoxicated while on duty. The facts as disclosed by the evidence were that on Friday night, the 13th December, near midnight, two pedestrians, who had found the crossing gates open, barely escaped being run over by a passing train when they ventured out on the tracks. To find out the reason for the negligence, the gateman's shanty was entered, the stove found to be red hot, the gateman lying helpless on the floor, and a strong odor of liquor permeating the atmosphere. The police having been summoned, Gillespie was put under arrest and brought before the Court. He was found guilty and sentenced to one month's imprisonment, together with a fine of $25, or two other months in jail.

The Recorder in addressing the prisoner said:—

"You occupied a position full of responsibility, on the discharge of the duties of which depended the safety of the public, and you were found in a state of intoxication when on duty. This offence is punishable by a fine of $400 and four years in the penitentiary. The conviction of your predecessor does not appear to have been a lesson to you. The citizens have the right to be protected, and it is the duty of the Courts to punish offences of this nature in a severe fashion."

(Rex v. Gillespie, 18th December, 1907; Weir, Recorder.)

Injuries Due to Defective Scaffold.

Plaintiff, a bricklayer and plasterer, brought suit in the Superior Court at Montreal against the defendants to recover damages for injuries sustained while working for defendants at Shawinigan Falls. Plaintiff was engaged by the defendants, Bishop & Co,. to work on a building that was being erected for their co-defendants, the Northern Aluminum Co., which guaranteed the contractors against accidents. In the afternoon of November 14th, 1906, plaintiff, with five other bricklayers and a helper, was working on a scaffold about 20 feet high, when it gave way, precipitating the men to the ground, with the result that three of them were injured. Plaintiff was taken to the local physician's house, but the doctor failed to notice any serious injury, and sent the patient back, after replacing a rib that had been displaced, and sewing up a cut on his upper lip. Plaintiff resumed work after the accident, but upon experiencing some difficulty in moving his arm, he subsequently obtained employment as a foreman. On the 6th March following, he complained of the pain in his arm at the office of Bishop & Co., whereupon they sent him to a hospital, where it was found that the upper part of the upper bone of his arm near the shoulder was slightly fractured, and that a small portion had been torn out and displaced, and had become attached in an abnormal position near the socket, thereby impeding the working of the shoulder. Plaintiff alleged that the accident was due to the negligence of defendants in not having the scaffold properly constructed, and also alleged that owing to this injury, he would no longer be able to use his arm with the same facility as before, and that it would be impossible to exercise his trade. After a trial of some days, when the evidence given by the medical experts differed greatly, the jury found negligence on the part of defendants in erecting the scaffold, and that there was contributory negligence on the part of plaintiff, and assessed the damages at $2,234. After argument on the legal points, judgment was ordered to be entered against both defendants jointly and severally for that sum.

(Gagnon v. Bishop & Northern Aluminum Co.; 23rd November, 1907; Saint Pierre, J.)

Wrongful Dismissal, Libel and Slander.

Plaintiff was a hydrant inspector in the employ of the City of Montreal in Feb-

ruary, 1906, and claimed that on the 15th of the same month, at the time of the municipal elections, defendant wrote a letter to the Superintendent of the Water Department stating that plaintiff was absent from his post on polling day; that he had taken part in the campaign, and that he had spoken against him, as well as against other candidates for municipal honours. Plaintiff averred that such statements were false and made with malicious intent, and he further alleged that defendant told several persons that plaintiff was robbing the corporation by not doing his work; that he had obtained money under false pretences; that he had made false reports, and that defendant had said that he was going to have plaintiff arrested for theft and forgery, and had repeated this threat before the Water Commission. As a result of defendant's actions, plaintiff alleged that he had been dismissed, and brought suit to obtain an indemnity for injury to his reputation, as well as real damages which he claimed to have suffered by reason of his dismissal.

Defendant admitted writing the letter in question, but said that he did it in his quality as alderman in the interests of the public, and that the letter was privileged. He also set up that whatever he said respecting plaintiff at the meeting of the Water Committee was said while he was acting in his capacity of alderman, was in the public interest and was privileged; that the letter in question was addressed to plaintiff's superior officer and was privileged, and that whatever he did say or write about plaintiff was true.

The Trial Judge held that the letter was not written in the public interest, but simply to gratify defendant's feelings of revenge and enmity towards plaintiff, was not a privileged communication, and that its contents were false and entirely without justification. The evidence, the Court said, establishes that the plaintiff was not absent from duty on polling day as alleged. Defendant had abused his position as alderman and the influence he had as such, to have plaintiff dismissed from his situation in the employ of the City of Montreal. The other allegations of plaintiff's declaration are also proved. Defendant falsely and maliciously accused him of dishonesty and not doing his duty. However, plaintiff did take part in the civic election, and worked and spoke against defendant, and he permitted himself the use of strong and violent language towards defendant, especially in a speech he had made the day previous to that on which polling took place, and defendant was evidently still smarting under plaintiff's words, and his anger was provoked. The letter in question, the dismissal of the plaintiff as a consequence, thereof, and the slanderous statements made by defendant were of a nature to considerably injure plaintiff's reputation and cause him damage. Considering the circumstances as established by the evidence, the Court awarded plaintiff the sum of $120, as real and exemplary damages.

(Barthe v. Lapointe; 11th December, 1907; St. Pierre, J.)

Manufacturing Substitute for Butter.

For manufacturing a material that looked like butter, Jean Keiskider has been fined $200 in the Police Court at Montreal. The prosecution was instituted by Government Inspector McPherson, under the provisions of section 298 of the Dominion Inspection and Sale Act, which reads as follows:—

"No person shall manufacture, import into Canada or offer, sell or have in his possession for sale, any oleomargarine, butterine, or other substitute for butter manufacfured wholly or in part from any fat, other than that of milk or cream."

Section 309 provides a penalty for infraction of section 298, not exceeding $400 and not less than $200 and costs, and in default of payment, imprisonment for a term not exceeding three months.

The article manufactured by the accused was called "Borine," and by analysis was proved to consist of cotton-seed oil, beef fat, milk and colouring matter.

The accused claimed that he never sold the article as butter, but that the intention was to have it used in pastry kitchens instead of lard.

(Rex v. Keiskider; 12th December, 1907; Piche, J.)

Appeal in Damage Suit Dismissed.

In the case noted at page 114 of the July number of the *Labour Gazette*, an

appeal by defendants from the judgment at the trial has been dismissed with costs.

(Delorme v. Locomotive & Machine Co.; 23rd December, 1907; Court of Appeal.)

Judgment in Damage Suit Confirmed.

Plaintiff sued defendant for $5,000, for damages for injuries (the loss of an eye) caused to him when engaged in the service of defendants in putting a new brass above the journal of a passenger coach. To do the work plaintiff was given a tool which he claimed was dangerous, of bad quality and not intended for such use. While striking the brass to force it into position, a chip flew off the tool and put out his eye. He claimed the bar he was working with was defective, in as much as it was tempered too hard and was accordingly brittle. The plea was that planitiff, even supposing it to be brittle and defective, should not have used the crow-bar for the work in question; that plaintiff was an experienced workman and knew how to do the work he was engaged in, and that he did the work in the way in which he chose himself to do it safely; that the accident was due to his misuse of the tool; that no one told him how to do the work on the occasions in questions, since he knew how to do it, and that the work was not dangerous. The Court of first instance, by judgment delivered on the 23rd February, 1907, found that the tool was defective, being improperly tempered; that while not the proper tool for the work in hand, it was the only kind of tool supplied for the purpose, and that the defendants never inspected the tools supplied to their workman. Judgment went in favour of plaintiff for $1,999 damages. Defendants appealed to the Court of Appeal, which has dismissed it, and confirmed the judgment of the trial Judge.

(Turcot v. Great Northern Railway Co. of Canada; 24th December, 1907.)

Judgment in Damage Suit Reversed as to One Defendant.

Owing to a confusion of names it was stated by error at page 612 of the November number of the *Labour Gazette* that the judgment at the trial had been confirmed in the case mentioned there.

Judgment on the appeal of the Bank has only recently been rendered, and has resulted in the appeal being allowed, and the action dismissed as far as the Bank is concerend. The Judgment against the contractor for the demolition of the building in question however stands intact.

(Collet v. Eastern Townships Bank; 23rd December, 1907; Court of Appeal.)

ONTARIO CASES.

Action for Wrongful Dismissal.

Plaintiff sued defendants for damages for wrongful dismissal, he having been hired as an agent for one year at $75 per month and expenses. At the end of seven months, defendants discharged him, the contract of hiring providing that plaintiff could be discharged for sufficient cause. Judgment went in plaintiff's favour for $116.30 and costs.

(Hall v. American Abell Manufacturing Co.; 25th November, 1907; Barron, Co., J.)

Damages for Death by Electric Shock.

Action was brought at the last Hamilton Jury Sittings by plaintiff, as administrator of the estate of John Goddard, deceased, to recover $5,000 damages for Goddard's death, caused, as alleged, by the negligence of defendants. Deceased, on November 6th, 1906, was attending to electric lights in defendants' yard, replacing burnt-out carbons. In the round-house, he took hold of a cable to lower a light, and got a shock that killed him. The rope was wet and the current ran down the cable. The negligence alleged was that deceased was not provided with a glass-bottomed stool, rubber gloves, or any insulating material wherewith to avoid such an accident. Defendants denied any negligence, and pleaded that deceased was a member of the Grand Trunk Railway Insurance and Provident Society, and that there was an agreement with the insurance society that the Railway was relieved of all liability when an employee was insured in the

society and received insurance. The sum of $500 had been paid to Goddard's widow. It was held that defendants could not rely on this as against plaintiff, and the jury brought in a verdict in plaintiff's favour for $500.

(Enright v. G. T. R. Co.; 17th October, 1907; Falconbridge, C. J.)

Wrongful Dismissal.

Plaintiff, a machinist, sued defendants for damages for wrongful dismissal, inasmuch as he was discharged without notice, which he claimed to be entitled to. Plaintiff claimed that he was hired by the Master Mechanic of defendants, and that he was asked to take out an insurance policy in the G. T. R., Provident Association, and refusing to do so, was discharged. Defendants claimed that plaintiff signed a book agreeing to abide by the rules of the shop, and that at first he was temporarily employed. Then, it being decided to engage him permanently, he was asked, as required from all employees under 40 years of age, to take out a policy which runs from $250 to $2,000, the amount of premium being deducted from their wages. The plaintiff having declined to do so, was dismissed. The Court held with defendants, and dismissed the action with costs.

(Gould v. G. T. R. Co.; 21st November, 1907; Ermatinger, Co., J.)

Wages Case.

In the Police Court, at Hamilton, recently, Fred A. Lewis sued Joseph Carson for $63 wages due. Complainant said he was engaged by defendant to go to Sarnia and work as an engineer on a private boat called the *Tempest*, which was brought down to Hamilton. He worked for five weeks in fitting up the boat, and on the trip, but after defendant paid him the first instalment of his wages, he refused to give him any more, alleging that complainant would have to look to William Moore, a part owner in the boat, for the amount. Carson said he had sold Moore a half interest in the boat on the understanding that he was to pay all the expenses of the trip. As it was evident that he had engaged Lewis, and as the boat is still in his name, the magistrate gave judgment against Carson for the amount claimed.

(Police Court, Hamilton; Lewis vs. Carson.)

Damages for Injuries.

At the recent sittings of the Court at Parry Sound, an action was brought by plaintiff under the Workmen's Compensation Act to recover damages for injuries sustained by him in the course of his employment. Plaintiff was engaged in drilling rock in the construction of a branch of the C. P. R., near Parry Sound, and while so engaged at the bottom of a deep cut, a large rock, which was on the side of the cut, and above where plaintiff was working, became loosened and rolled down the bank and upon plaintiff, causing him serious injury, for which he sued Phillips & Co., the contractors, and his employer, Montgomery, and also one Maybee, who was Montgomery's foreman. The Court held that Montgomery was an independent contractor under Phillips & Co., and the latter were not liable; that it was the duty of Maybee, as Montgomery's foreman, to see to the removal of all loose or overhanging rocks from the sides of the cuts, so that workmen below might not be injured by their fall. By his negligence, the rock, which injured plaintiff was not removed, and both he and his employer, Montgomery, were liable in damages to plaintiff. Action dismissed as against Phillips & Co., with costs. Judgment for plaintiff for $1,200 against defendants, Montgomery and Maybee, with costs.

(Kitts v. Phillips & Co. et al.; 5th December, 1907; Teetzel, J.)

Damages Due to Plaintiff's Negligence.

At the Fall Assizes at Hamilton, an action brought to recover $5,000 damages for personal injuries sustained by plaintiff in the course of her employment with defendants, owing to the alleged negligence of the latter, was tried. On January 8th of this year, plaintiff, a girl, was working at defendants' factory, sharpening tools at a grindstone. Her hand was caught in the revolving grindstone, and the little finger was so crushed

that it had to be amputated at the knuckle, and the cords of two other fingers had to be removed. Negligence was alleged on the ground that the grindstone should have been properly guarded, and that the flooring underneath was uneven, clausing the plaintiff to slip at the wrong moment. The jury found that defendants were not to blame for the accident, and that it was due to the plaintiff's own negligence; consequently, the action was dismissed.

(Murphy v. Canada Screw Co.; October, 1907; Falconbridge, C. J.)

Damage Suit Dismissed.

At the same Assizes, another action was brought to recover $2,000 damages for personal injuries. Plaintiff was a foreman in the employ of defendants, who were doing construction work on the Brantford and Hamilton line. He was injured owing to the explosion of some dynamite. Plaintiff alleged negligence on the part of the defendants, while they charged that it was he who was negligent, as he was the foreman in charge of the work and should have taken greater care. The jury answered the questions submitted to them against the plaintiff, and the action was dismissed.

(Taylor v. Nicholson et al; October, 1907; Falconbridge, C. J.)

Plaintiff Non-Suited in Damage Action.

At the same Assizes an action was tried which was brought by the widow and children of an employee of defendants, who was killed while in their employ. Deceased went in between two cars in the company's yard to couple, when he was crushed between the buffer beams, so that he died. It was claimed by plaintiffs that the beams were not necessary on the cars, and that if they had not been there, the deceased would not have been injured. The case was submitted to the jury to assess the amount of damages, which they returned at $3,700. On motion for non-suit, however, the presiding judge dismissed the action. It is said an appeal will be taken.

(Whiteman v. Hamilton Steel & Iron Co.; October, 1907; Falconbridge, C. J.)

Verdict for Damages Sustained.

Two actions were brought recently at Hamilton for damages arising out of an explosion of natural gas in the round-house of the defendants, a railway company. One action was brought by one of the men injured, and the other by the widow and children of the other man, who was killed by the explosion. The two men were in the employment of the railway company, and on the 1st of November, 1906, in the course of their duties, entered a part of the round-house carrying torches, and on entering the repair-shop they heard a noise as of something escaping, and on going to investigate, were met by a great sheet of flame, the result of the natural gas, supplied to the railway by their co-defendants, the Natural Gas Co., being ignited by the torches they carried. One of the men, Perkins, was so badly burned that he died the following morning, while the other, Collins, was laid up in the hospital for 14 weeks as the result of his injuries. The case developed into a contest between the defendants as to who was responsible for the accident. The jury found a verdict in favour of plaintiff, Collins, with $7,000 damages, and in favour of the widow and children of Perkins with $4,000 damages. Motions for non-suit were made by both defendants, but were overruled, and judgment ordered to be entered against both defendants for the amount found by the jury.

(Perkins & Collins v. T. H. & B. R'y Co. & Dominion Natural Gas Co.; October, 1907; Falconbridge, C. J.)

Appeal in Damage Action Dismissed.

In the case noted at page 617 of the November number of the *Labour Gazette*, an appeal by defendants from the judgment at the trial in plaintiff's favour was dismissed.

(Garlough v. Toronto Paper Co.; 6th December, 1907; Divisional Court.)

Wrongful Dismissal.

In the case noted at page 620 of the November number of the *Labour Gazette*, an appeal by defendants from the verdict and judgment at the trial was dismissed.

(Davis v. Ontario Lumber Co.; 10th December, 1907; Divisional Court.)

Engineer Acquitted.

Henry Morris was put upon his trial at the General Sessions at Barrie on a charge of manslaughter, arising out of a rear-end collision in the railway yards at Allandale, on the line of the Grand Trunk Railway Co., on September, 29th last, in which a fireman named Blackburn was killed. Morris was the engineer of the train which ran into the rear end of a train standing ahead of his train, and was held responsible for the accident by the Coroner's jury. At the Sessions, Morris was acquitted by the jury. A note of the finding of the coroners' jury will be found at page 735 of the December number of the *Labour Gazette*.

(Rex vs. Morris, 12 December, 1907; General Sessions, Barrie.)

It should be noted that the coroner's jury also held Conductor Farrell liable for the accident, but at the preliminary hearing before the magistrate, he was discharged.

Leniency Recommended for Engineer.

At the December Sessions for the County of Elgin, held at the City of St. Thomas, the Grand Jury recommended in the case of Murray Stephens, former engineer on the Wabash railway, who was sentenced in October to six months in jail for disregarding signals, as detailed in the note of the case at page 614 of the November number of the *Labour Gazette*. The jury thought that the ends of justice would be sufficiently met if Stephens were soon released, and now that the attention of the railway authorities and employees has been drawn to the subject by the punishment of this man, fewer accidents may be anticipated from the carelessness of railway employees.

(12th December, 1907.)

In this connection it may be noted that an agitation is on foot among the railway employees organizations to obtain a repeal of the law under which men operating trains are liable to fine and imprisonment for offences which they claim may simply be due to a lapse of memory or an error of judgment honestly made.

Master Liable for Servants' Negligence.

An appeal from the verdict and judgment at the trial in an action for damages for personal injuries has been dismissed. Plaintiff, who was a passenger on a street railway car, while standing on the step, was jolted off by a collision with a waggon driven by a servant of defendants, or by the car suddenly stopping to avoid a collision, and was injured. The negligence alleged was the want of care of the driver in turning into the highway out of a lane with a heavily laden wagon. At the trial, plaintiff recovered a verdict of $700 damages. Defendants appealed from this, but the Court held that there was evidence upon which the jury could properly find as they did, and that the verdict could not be interfered with, and dismissed the appeal.

(McIlvoy v. Miles; 12th December, 1907; Divisional Court.)

Motorman Acquitted of Criminal Negligence.

James McIlwraith, a motorman, formerly in the employ of the Hamilton Street Railway Company, was put upon his trial at the General Sessions at Hamilton recently upon a charge of criminal negligence.

The charge arose out of an accident, the accused being in charge of a car which ran into a freight train at the corner of King street and Ferguson avenue, on the 12th November. No person was killed, but several of the passengers were injured. The defence was that the brakes were in such bad working order that he could not stop the car in time to avoid the accident, and that he jumped just in time to save his own life. The jury brought in a verdict of not guilty.

(Rex v. McIlwraith; 16th December, 1907; Monck, Co. J.)

Discharged Brakeman Acquitted.

William Powles, of Deseronto, a brakeman, formerly in the employ of the Bay of Quinte Railway, was tried at the General Sessions at Belleville recently on a charge of intentionally turning a switch the wrong way, thus causing considerable damage to rolling stock, as well as en-

dangering the lives of several passengers, after being discharged by the company for being intoxicated. The jury brought in a verdict of not guilty.

(Rex v. Powles; 14th December, 1907; Deroche, Co., J.)

Union Tailors Want Magistrate Removed.

In connection with the case noted at page 738 of the December number of the *Labour Gazette*, at a mass meeting of local tailors, held at Kingston recently, the following resolution was adopted.:—

"Resolved, that we hereby protest against the maximum fines imposed by Police Magistrate Farrell on the two persons before him on the charge of intimidation, and consider it an outrageous insult to organized labour; and be it further resolved that this meeting petition the Trades and Labour Council to take the matter up, by petitioning the Attorney-General's Department for the removal of the said magistrate."

(13th December, 1907.)

Railway Engineer Released.

In the case noted at page 615 of the November number of the *Labour Gazette*, a press despatch from Kenora states, under date of 18th December, that word had been received by the Mayor of that town that an order had been issued by the Minister of Justice for the liberation of Engineer Wrighton, who was sentenced to three month's imprisonment for neglect of duty.

(Toronto Globe; 19th December, 1907.)

City Council Recommended Leniency.

Referring to the case noted at page 615 of the November number of the *Labour Gazette*, the City Council of the City of St. Thomas has passed a resolution recommending the Department of Justice to release Murray Stephens, sentenced on 9th October to six months imprisonment for criminal negligence.

(Rex v. Stephens; 19th December, 1907.)

Railway Engineer Released.

Murray Stephens, who was on October 4th, sentenced to six months in jail for causing the fatal wreck at the diamond crossing east of St. Thomas, by disregarding signals set against him, has been released by order from the Department of Justice at Ottawa.

(Rex v. Stephens; 24th December, 1907.)

Appeal in Damage Suit Dismissed.

In the case noted at page 343 of the September, 1907, number of the *Labour Gazette*, an appeal taken by the defendants to the Court of Appeal from the verdict and judgment at the trial has been dismissed.

(Fulton v. Michigan Central Railway; 24th December, 1907; Court of Appeal.)

Judgment Confirmed on Appeal.

In the case noted at page 629 of the February number of the *Labour Gazette*, an appeal by defendants from the verdict and judgment at the trial has been dismissed.

(Condon v. Hamilton Steel & Iron Co.; 24th December, 1907; Court of Appeal.)

Railway Engineer Released.

Mark B. Reid, the Grand Trunk engineer, a report of whose conviction and sentence for a breach of the rules of the railway is to be found at page 613 of the November number of the *Labour Gazette*, has been released from prison, by order of the Department of Justice, after serving some three months of his sentence of nine months.

(Rex v. Reid; 24th December, 1907.)

ENGLISH CASES.

Instructing Workman as to Dangerous Machine.

Plaintiff, who was of the age of 20, and was in the employment of defendant, a farmer, was engaged in working a straw-pressing machine when he received an injury. In an action to recover damages under the Employers' Liability Act, 1880, upon the ground that there was a defect in the condition of the machine, in that it was not properly fenced, the County Court Judge found that there was a defect

in the machine, in that, although perfectly made and not requiring a guard, it was a dangerous machine, and that being so, it was the duty of the defendant to instruct those who used it as to its dangers, there being no foreman to do so, and that he had failed in that duty. He accordingly gave judgment for the plaintiff.

On an appeal by defendant, the Court held that what was disclosed did not constitute a defect in the condition of the machine under the Act, and judgment was entered for him.

(Greenwood v. Greenwood; 25th October, 1907; Divisional Court.)

Right of Theatrical "Understudy."

By a written contract, the defendants, who were managers of a theatre, engaged the plaintiff, who was an actress, for the run of a certain play at the theatre, to understudy the principal actress at a certain salary, and the plaintiff agreed not to appear at any place of public entertainment elsewhere during her engagement without the defendants' consent. During the run of the piece, the principal actress left the theatre, and the plaintiff claimed the right to play the part, which the defendants refused. In an action to recover damages for breach of the contract, evidence was given on behalf of the defendants that an understudy was not entitled as of right to play the principal's part if the latter was absent.

The Court held, upon this evidence and upon the true construction of the contract, that no right was conferred on the plaintiff to play the part, the contract merely imposing on the plaintiff the obligation of playing the part if called upon by the managers to do so.

(Newman v. A. & S. Gatti; 22nd October, 1907; Court of Appeal.)

Restraint of Trade.

A clerk to a firm of solicitors convenanted that, if his engagement should be terminated, he would not "act for any person who is or has within previous five years been a client of the firm." The Court held that the convenant referred to persons who should be clients of the firm at the time when the clerk's engagement terminated, or within five years before that time, and was not wider than was reasonably necessary for the protection of the firm's practice.

(Lewis v. Durnford; 8th November, 1907; Swinfen Eady, J.)

Engagement of Theatrical Artist.

The defendants agreed to engage the plaintiff, who was an actor, for the principal part in pantomine at a salary of £130 per week for the first year, £140 a week for the second year, and £150 a week for the third year, with the option, in consideration of the engagement, of retaining the plaintiff's services on the same terms and conditions as set forth in the agreement for the forthcoming pantomine season. The Court held that the contract meant that if the option were exercised, the weekly salary payable would be that which was payable for the third year, and that the contract was not avoid for uncertainty.

(Wade v. Robert Arthur Theatre Co.; 14th November, 1907; Parker, J.)

Death Not Due to Accident.

A workman met with an accident in the course of his employment, and tumors on the neck ensued. He was incapacitated for work. and his employers paid him half his weekly wages under an agreement to that effect, a memorandum of which was registered under the Workmen's Compensation Act, 1897. The workman continued incapable of working, and died in a year. His widow claimed compensation under the Act, and the County Court Judge found that the workman's death was not caused or accelerated by the accident, the sole cause of his incapacity for work being the desease from which he was suffering, and of which disease alone he died; but he held that the employers were estopped from denying that the disease which caused his death was the result of the accident by reason of the agreement and the payments made by them. The Court of Appeal reversed this judgment, holding that there was no estoppel, and on a further appeal by plaintiffs' to the House

of Lords the decision of the Court of Appeal was confirmed.

(Cleverley et al v. Gas Light & Coke Co.; 18th November, 1907.)

Right to Terminate Engagement.

In the case noted at page 1312 of the May, 1907, number of the *Labour Gazette*, the Court of Appeal has affirmed the judgment at the trial.

(Storey v. Fulham Steel Works Co.; 14th November, 1907.)

Defrauded Emigrants.

At the Liverpool Assizes recently, Max Block and Marcus Helfman were found guilty of the charge of defrauding emigrants, and were sentenced to six months' imprisonment with hard labour.

They were charged with having "unlawfully obtained by false pretences and conspiracy the passages of certain emigrants from Liverpool to Canada, by means of ships belonging to the Canadian Pacific Railway, with intent to defraud at Liverpool, on or about the 15th July, 1907, and other days."

Mr. Justice Bray, in summing up, said the evidence showed that Block had sent six persons, and Helfman had sent three persons to Liverpool, where they were taken on board the steamer without tickets, and concealed on board until they reached Quebec. At that port three of the immigrants were found to be disqualified physically for admission to Canada, and they were sent back to Liverpool and imprisoned for stowing away. It was not for that court to enquire how that miscarriage of justice came about. It was quite clear now that those emigrants were not fraudulent, as they had paid money for their passages to somebody or other.

The jury returned a verdict of "guilty" against both prisoners of conspiracy to defraud emigrants but they found them "not guilty" of defrauding the steamship company. On account of their previous good character, they recommended the prisoners to the clemency of the court.

His Lordship, addressing the prisoners, said that emigrants were a class of people who required the utmost protection of the law. The offence had been a serious one. At the same time he would take into consideration the jury's recommendation to mercy, and the fact that the prisoners had already been in jail for two months. Under these circumstances he would impose a sentence on each prisoner of six months imprisonment with hard labour, and he would also recommend that sentence should be followed by their expulsion from the country.

(Rex v. Block & Helfman; Liverpool Assizes; Bray, J.)

Blacklisting.

Plaintiff brought an action for damages for conspiracy to hinder from obtaining employment against his late employers and the masters' association to which they belonged in the High Court at London recently.

In consequence of a dispute between the Ironmoulders' Union and his employers the plaintiff gave the latter notice. His employers brought his case before the Leicester District Engineering Trades Employers' Association, with the result, as plaintiff contended, that he had been unable to obtain employment elsewhere.

The presiding Judge at the trial said it was quite true that a man had a perfect right to try to get his living. On the other hand, there was no law to compel a master to employ a particular man.

The jury found that there had been no conspiracy on the part of the defendants, and judgment was entered for the defendants accordingly.

(Bond v. Ashwell & Nesbitt, Ltd., et al.; Lawrence, J.)

THE

LABOUR GAZETTE

FEBRUARY, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JANUARY, 1908.

I.—GENERAL SUMMARY.

THE most important developments affecting industrial and labour conditions throughout Canada during January were, the gradual, though still only partial, alleviation of the financial stringency, and the continuance of exceptionally mild weather in the Northwest provinces. The effect of the former was at once shown in the improved tone of general trade and manufacturing industry, and the general outlook for the coming season of activity. The latter considerably facilitated the moving of the western grain crop and greatly reduced the consumption of fuel in the area affected. In Ontario and Quebec, some heavy snow storms and a period of cold weather which occurred in the closing week of the month gave employment to large numbers of men at snow removal and the storing of ice, the latter being of excellent quality though about three weeks later in forming than last year. From these circumstances, though there were a large number of unemployed at Toronto, Ont., Vancouver, B. C., and other centres, the month did not compare unfavourably with December, notwithstanding the advance of the season.* The agricultural and fishing industries were dull from seasonal causes, and the cut of timber was smaller than in the corresponding period of 1907. Railway traffic was also somewhat lighter. In mining, however, the outlook was for a favourable winter season, metal mining having shown an improvement compared with December, and the collieries being busy though the falling off in the demand for coal caused a diminution in activity on Vancouver Island.

(*) A special article setting forth the demand for labour and the number, if any, of unemployed in the several cities of Canada is published elsewhere in the present issue. As conditions in this respect varied widely according to locality, the reader is referred to this article for detailed information, in addition to that contained in the reports of local correspondents.

Changes of Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during January:—

Fishing.—An adjustment of the wages of halibut fishermen in British Columbia went into effect on January 1st.

Manufacturing.—A carriage factory employing 200 hands, and a fanning mill company employing 100 hands, at Chatham, Ont., reduced wages 10 per cent owing to the stringency in the money market. Moulders at Victoria B. C., had their wages reduced.

Mining.—A new schedule of rates for miners and mine employees was put into effect by the Dominion Coal Company on January 6th. Employees of the Granby Mining and Smelting Company at Phœnix, and Grand Forks, B. C., accepted a reduction in wages.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

Printing and allied trades.—Machine and hand compositors at Quebec, Que., had their wages increased 15 per cent under a two years, agreement, dating from January 20th (*).

Civic employees.—Policemen at Chatham, N. B., had their salaries increased. At Niagara Falls, Ont., certain municipal employees had their wages advanced. Fourteen employees of the water and sewerage department at St. John, N. B., received an increase in wages (†).

Railway construction.—Employees in certain camps east of Winnipeg, Man., had their wages reduced from January 1st. Drillers, muckers and labourers are now paid from 15 to 17½ cents per hour, or from $1.50 to $1.75 per day. The rate was previously from 17½ to 20 cents per hour. Under the new schedule only very inferior workmen will be paid less than $1.75 per day.

Railway employees.—Telegraphers in the employ of the Grand Trunk Railway Company were granted an increase of 10 a per cent under the terms of an award by board appointed under the Industrial Disputes Investigation Act. The advance was to date from January 1st, 1908, and was stated to amount in the aggregate to $27,000 annually. Payment for Sunday labour will also be made to the men in future. The award took into consideration the hours of labour and various other points.(‡)

Cost of Living.

A reduction in the price of mill feed, owing to the falling off in the demand following the marketing of live-stock, went into effect in January. Hay and oats were also lower in price. Weather conditions tended to check further marketing of live-stock with the result that meat prices became firmer. Dairy produce remained exceptionally high. Wood fuel in western Canada was considerably lower than last year; coal also, owing to the decreased demand following the mild winter was easier in price. The price of flour, however, was further advanced in the opening week of the month. Cocoa beans, chocolate, etc., declined in price. The copper and tin market showed strength during January. Heavy rubber lines were in demand, retail prices remaining unchanged, though the raw rubber market has declined. Lumber was easier in price in the western provinces.

Interruptions to Industry.

The number of trade disputes in existence during January was 3 more than in the previous month, and there was an increase of approximately 10,265 in the number of working days lost. Compared with January 1907, there was a decrease of 4 in the nnmber of trade disputes, and an increase of about 8,896 in the number of working days lost.

Among industrial establishments, etc., destroyed by fire or through other causes during January, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Store of Dominion Coal Company at Glace Bay, loss $20,000; business block at Halifax, loss, $10,000; residence of blast company's employee at Sydney, loss, $2,000.

Heavy gales in the first and last weeks of the month did much damage to fishing gear along the Nova Scotia coast.

New Brunswick.—Hotel at Florenceville; carriage works and departmental store at St. John, loss, $2,500.

In the gales at the beginning of the month two vessels, the "Whisper" and the "Baden Powell" were wrecked off the New Brunswick coast, the former near St. John and the latter off Falkland Island; the crews in both cases were saved.

Quebec, Que.—Aerated water factory at Hull, loss, $1,000; stores at Buckingham, loss, $5,000; wholesale furrier establishment at Montreal, loss, $20,000; Pintsch gas works, and tarred felt factory at Montreal, loss, $50,000; fancy goods store and laundry at Montreal, loss, $3,000; departmental store at Montreal, loss, $100,000; gas reservoir

(*) The full text of this agreement is published under the heading of "Recent Industrial Agreements," elsewhere in the present issue of the *Labour Gazette*.

(†) See report of St. John, N. B., correspondent.

(‡) The text of the award is published elsewhere in the present issue.

at Montreal, loss, $30,000; silk waist factory, planing mill and store at Montreal, loss $31,000; five stores at Montreal, loss, $125,000; stores on citadel at Quebec; store at Quebec, loss, $1,000; convent at Rimouski, loss, $100,000; saw mill at St. Jean Deschaillons, loss, $8,000; blacksmith shop at St. Phillippe d'Argenteuil; convent at St. Remi, loss, $30,000; hotel at Sawyerville, loss, $6,500.

Owing to the comparatively mild weather the River St. Lawrence was clear of ice below Montreal up to the middle of the month. This is very unusual.

Ontario.—General store at Alvinston, loss, $18,000; cold storage at Aylmer, loss, $10,000; furniture store at Barrie, loss, $3,000; opera house at Brantford, loss, $40,000; general store at Cayuga; general store at DeCewsville; skating and curling rink at Elora; street railway power-house at Hamilton; coffee and spice factory, at Hamilton, loss, $100,000; glass works at Hamilton; grocery store at Ingersoll; grist and flour mills at Lakefield, loss, $28,000; tin plate factory at Morrisburg; stores and warehouses at New Liskeard, loss, $4,000; hotel at Ottawa, (partial) loss, $1,000; livery stable and curling rink at Peterborough, loss, $11,000; planing mill at Port Credit, loss, $2.500; flour mill and grain at Kenora, loss, $1,000,000; clothing store at Stratford; storage warehouse at Toronto, loss, $500,000; church and stores at Toronto, loss, $28,000; school supply factory at Toronto, loss, $19,000, 30 men out of employment. Barn at Petrolea.

Manitoba.—General store at Arden, loss, $10,000; elevator and grain at Souris, loss, $11,000; stores at Winnipeg, loss, $35,000.

Saskatchewan.—Storehouse at Humbold, loss, $5,000; elevator and 18,000 bushels of grain at Milestone; railway station at North Battleford, loss, $5,000; furniture warehouse at Saskatoon.

Alberta.—Store at Vermillion, loss, $1 000.

Conditions in the Industries and Trades.

Conditions of employment during January in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette* and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

Conditions were quiet among agriculturists during January from seasonal causes. Good snow roads assisted in the hauling of fire wood and the marketing of produce, prices for which remained high. A decline in the price of feed was a favourable feature in the live-stock branch; in western Canada the prevailing mildness of the weather enabled cattle to find plenty of fodder on the ranches. The movement of western grain was also materially assisted by the open weather.

A large number of agricultural and dairying associations held their annual conventions during January. Among these the more important were the following: The Western Ontario Dairymen's Association at Woodstock, Ont., January 15-17; the Eastern Ontario Dairymen's Association at Picton, Ont., January, 8-10; the Eastern Ontario Winter Fair and Poultry Show at Ottawa January, 20–24; the New Brunswick Farmer's and Dairymen's Association at Fredericton, January 22–24; the Huntingdon Dairymen's Association at Ormstown, Que., January 31; the Nova Scotia Farmers' Association at Antgonish, N. S., January 28–30. The Prince Edward Island Fruit Growers' Association Charlottetown; the Pomological and Fruit Growing Society of Quebec, at Ste. Anne de Bellevue, Que., and the New Brunswick Fruit Growers' Association at Fredericton, Jan. 25. The Alberta Farmers' Association held a convention during January.

The Manitoba Grain Growers' Association held a three days convention at Brandon, Man.*

The English market for apples was unsettled, prices having shown a considerable decline with resulting losses to Canadian apple buyers. The decline in prices was attributed to heavy shipments from the United States following upon the scarcity of money.

(*) See report of Brandon correspondent.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling).	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Quiet	Quiet	Quiet	Busy	Busy	.....	Quiet
Westville	Active	Quiet	Active	Busy	Active	.....	Quiet
Halifax	.....	Quiet	Dull	.....	Active	.....	Active
Amherst	Quiet	.....	Dull	Very busy	Active	.....	Quiet
Prince Edward Island—							
Charlottetown	Quiet	Quiet	Quiet	.....	Active	.....	Quiet
New Brunswick—							
Moncton	Active	Active	Quiet	Active	.....	Busy	Quiet
St. John	Quiet	.....	Dull	.....	.....	.....	Dull
Quebec—							
Quebec	Quiet	.....	Active	.....	.....	.....	Quiet
Sherbrooke	Quiet	.....	Quiet	Active	Active	.....	Quiet
Three Rivers	Active	Active	Active	.....	Active	.....	Quiet
St. Hyacinthe	Active	.....	.....	.....	Active	.....	Quiet
Montreal	Active	.....	.....	.....	Quiet	.....	Active
Maisonneuve	.....	.....	.....	.....	Quiet	.....	Active
Hull	.....	.....	Active	Quiet	Active	.....	Quiet
Ontario—							
Ottawa	.....	.....	Dull	.....	Quiet	.....	Active
Kingston	Quiet	Dull	Active	.....	Active	Dull	Quiet
Belleville	Active	Active	Dull	Active	Active	Quiet	Quiet
Peterborough	Active	.....	Busy	Dull	Active	Quiet	Quiet
Toronto	Quiet	.....	.....	.....	Quiet	.....	Quiet
Niagara Falls	Dull	Dull	Dull	.....	Quiet	.....	Quiet
St. Catharines	Dull	.....	.....	.....	Active	.....	Quiet
Hamilton	Quiet	.....	.....	.....	Quiet	.....	Dull
Brantford	.....	.....	.....	.....	Quiet	.....	Quiet
Guelph	.....	.....	.....	.....	Dull	.....	Dull
Berlin	Quiet	.....	.....	.....	Quiet	.....	Quiet
Woodstock	.....	.....	.....	.....	Dull	.....	Quiet
Stratford	Dull	.....	.....	.....	Quiet	.....	Dull
London	.....	.....	.....	.....	Dull	.....	Dull
St. Thomas	Active	.....	.....	.....	Active	.....	Quiet
Chatham	Quiet	.....	.....	.....	Active	.....	Quiet
Windsor	.....	.....	.....	.....	Quiet	.....	Dull
Sault Ste. Marie	.....	.....	Active	.....	Quiet	.....	Quiet
Manitoba—							
Winnipeg	Quiet	.....	Busy	.....	.....	Busy	Quiet
Brandon	.....	.....	.....	.....	Quiet	Active	Quiet
Saskatchewan—							
Regina	.....	.....	.....	.....	.....	.....	Dull
Moosejaw	Dull	.....	Dull	Busy	Dull	Dull	Dull
Alberta—							
Calgary	Quiet	.....	Quiet	Quiet	Active	.....	Dull
Edmonton	Quiet	.....	Active	Active	.....	Active	Quiet
British Columbia—							
Nelson	.....	.....	Very dull	Dull	.....	.....	.....
New Westminster	Quiet	Dull	Dull	.....	.....	.....	Quiet
Vancouver	.....	.....	Dull	.....	.....	.....	Very dull
Victoria	.....	Quiet	Quiet	.....	Active	.....	Active
Nanaimo	Quiet	Busy	Dull	Dull	.....	.....	Quiet

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE SERIES G., No. 49.

CANADA DURING THE MONTH OF JANUARY, 1908.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active

Metal, Engineering, Shipbuilding.	Wood working.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	.....	Quiet
Active	.....	Active	.....	Active	.....	Busy	Active	Quiet
Active	.....	Active	Quiet	.....	.....	Active	.....	Very dull
Active	Dull	Busy	Quiet	.....	Active	.....	.....	Dull
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	Active	Active	Quiet	Busy	Quiet	Busy	Busy	Quiet
.....	.....	.....	.....	.....	.....	Busy	.....	Quiet
Active	.....	Busy	Active	Busy	Active	Active	Quiet	Quiet
Quiet	Quiet	Busy	Quiet	Active	.....	Busy	Active	Quiet
Active	Quiet	Active	Active	Quiet	Quiet	.....	.....	Active
Active	Active	Active	Busy	Active	Active	Busy	Busy	Active
Active	Active	Active	Quiet	Active	Active	Active	Active	Quiet
.....	.....	.....	.....	.....	.....	Quiet	.....	Dull
Active	.....	.....	Quiet	.....	.....	Quiet	Quiet	Quiet
Active	Active	Active	Active	Busy	Active	Quiet	Active	Dull
Active	Busy	Active	Active	Active	Active	Active	Active	Quiet
Quiet	Active	Active	Quiet	Active	Active	Quiet	Active	Dull
Quiet	Active	Quiet	Quiet	Active	Dull	Quiet	Quiet	Dull
Active	Quiet	Quiet	.....	Active	Active	Quiet	Dull	Quiet
Quiet	Active	Active	Quiet	Active	Quiet	Active	Active	Quiet
Quiet	Active	Active	Quiet	Active	.....	Active	.....	Very dul
Active	Quiet	Busy	Active	Busy	Active	Active	Active	Dull
Dull	Very dull	Quiet	Quiet	Quiet	Quiet	.....	.....	Dull
Active	Quiet	Active	Quiet	Active	Dull	.....	Active	Dull
Quiet	Quiet	Quiet	.....	Busy	Active	Active	Busy	Quiet
Quiet	Active	Active	Quiet	Active	.....	Active	Busy	Very dull
Quiet	Dull	Active	Active	Dull	.....	Quiet	.....	Very dull
Dull	Quiet	Busy	Busy	.....	.....	Active	.....	Active
Dull	Active	Dull	Very dull	Active	.....	.....	Quiet	Very dull
Dull	Quiet	Active	Active	Active	.....	Active	Active	Dull
Active	Active	.....	.....	.....	.....	.....	.....	Dull
Quiet	Quiet	Quiet	Quiet	.....	Active	Quiet	Dull	Dull
Quiet	Quiet	Quiet	Active	Active	Quiet	Dull	Active	Dull
Quiet	.....	Active	.....	Active	.....	.....	Active	Dull
Active	Dull	Active	Dull	Active	.....	Busy	Active	Quiet
Quiet	Quiet	Quiet	.....	.....	Quiet	Quiet	Busy	Dull
Quiet	.....	Dull	Quiet	Active	.....	Active	Active	Dull
.....	.....	.....	.....	.....	.....	Dull	Very dull	.....
Dull	Quiet	Active	Active	Active	Active	Active	Dull	Very dull
Dull	Dull	Very dull	Quiet	Quiet	Active	Active	Dull	Very dull
Active	Active	Active	Active	Active	Active	Active	Active	Dull
Quiet	.....	Active	.....	.....	.....	Active	.....	Very dull

There was a marked increase in cow-testing work in Canada during 1907, there being 52 associations in operation instead of 16 in 1906, and 876 members in place of 297 while the number of cows increased from 3,750 to 9,160.

Fishing.

Smelts and eels in fair quantities were taken off the New Brunswick and Prince Edward Island coasts. Some catches of lobsters were also made. The other branches in the Maritime provinces were quiet from seasonal causes. Gales and shifting ice caused damage to gear. The tom-cod fishing was fair in the St. Lawrence river. The month was very quiet on the great lakes. In British Columbia some heavy catches of herring were made at Nanaimo. The whaling station established on the east coast of Vancouver Island was also busy. The final return of the sealing catch during the past season was 5,397 skins, being the smallest in many years. Thirty-eight sea otter skins were also taken. (†)

Lumbering.

Compared with a year ago the lumbering industry was less active in Ontario and in the eastern provinces. In Nova Scotia the cut will be smaller than in many years past. In New Brunswick the absence of snow in the woods hampered operations, and a number of camps were broken up. Conditions in this respect, however, were favourable in Quebec and eastern Ontario, though lack of snow was complained of in the western portion of the latter province.

The latest official estimate of the Ontario pine cut for 1907-08 is 675,000,000 feet, a shrinkage of 35,000,000 feet from the estimate earlier in the season. The estimates of railway ties have been doubled owing to the active demand of the Canadian Northern Railway, the National Transcontinental Railway and the Canadian Pacific Railway.

In the Northwest provinces large numbers of men were employed taking out fire wood, the supply of which was more plentiful than in 1907.

The lumber camps and mills of British Columbia continued very quiet. Nearly all of the mills suspended operations in December for annual overhauling of plants and have not since re-opened. It was estimated that 317,000,000 feet of lumber were sold last year by the coast mills of British Columbia and 178,000,000 feet by the mountain mills. This is a considerable falling off compared with 1906. Stocks on hand at present are very heavy, especially in the mountain mills. At a meeting of manufacturers, representing both the mountain and coast mills, held at Vancouver, a reduction in the price of lumber was discussed. It was decided by the provincial government to discontinue the issuing of licences to hand loggers.

Mining.

Conditions were active for the season in the Nova-Scotia collieries (‡) and in the asbestos mines of Quebec. There are at present 13 companies engaged in asbestos mining in Quebec, employing about 2,500 men; the output in 1907 was estimated at 25 per cent more than that of 1906. The selling price has considerably increased, being about $300 per ton for first-class crude asbestos. In New Brunswick the Minto coal mines reported a good year; extensive developments in iron mining in the vicinity of Bathurst are expected in 1908. The mica mines of Quebec continued very dull. Total shipments of ore from Cobalt, Ont., during 1907, were 14,040 tons, compared with 5,129 tons in 1906, 2,144 tons in 1905 and 158 tons in 1904. The estimated value of shipments during 1907 was between $10,000,000 and $12,000,000. In other sections of Ontario conditions during January were normal. The Canada Corundum Company closed down its works at Craigmont on account of business depression in the United States. The estimated output of Ontario mines during 1907 included 9,000,000 ounces of silver, 10,776 tons of nickel and 5,260 tons of copper. The production of iron ore during the first nine months of 1907 was 141,719 tons.

(†) For a return with regard to the salmon pack of 1907, see report of Vancouver, B. C., correspondent.

(‡) For statement re output during 1907, see report of Sydney, N. S., correspondent.

There are now 7 blast furnaces in the province, 2 having been added during the past year, one at Hamilton and one at Port Arthur. The coal mines of Alberta were fairly active, notwithstanding the falling off in consumption due to the mild winter. In British Columbia also, the Crows Nest Pass Coal mines were very busy, the output showing an increase of over 30 per cent, compared with that of January, 1907; a reduction in staff and output went into effect in the mines of Vancouver Island, as a result of a falling off in the industrial demand. In the metallferous mines in the Boundary district the employees of the Granby Company returned to work at a reduced scale. It is stated that the gold yield of Cariboo for 1907 would show an increase of approximately one third over the yield of 1906, the season having been very favourable on account of the very heavy rainfall. Preliminary estimates of the mineral production of British Columbia during 1907, place the total at $25,738,983, an increase of approximately $750,000 over the yield of 1906.

Manufacturing.

Conditions were much the same as in December, though an improvement in outlook, resulting from easier financial conditions, was reported in several branches and localities. Cotton mills and rubber factories continued busy. Boot and shoe factories also were busier than in the autumn months. The iron and steel output was less than in December owing to the closing down of the Sault Ste. Marie, Ont., plant through a shortage of pig iron and for repairs. At Sydney, N. S., however, the largest production of pig iron reported at these works in one day, was made early in January, the furnaces turning out 1,135 tons of pig iron within 24 hours. The year's output of the company was as follows:—

Iron ore mined	593,000 tons.
Limestone quarried	352,600 tons.
Coke produced	409,000 tons.
Pig iron produced	256,500 tons.
Steel ingots produced	270,600 tons.
Steel blooms produced	237,500 tons.
Steel billets produced	71,000 tons.
Steel rails produced	129,000 tons.
Steel rods produced	64,500 tons.
Sulphate Ammonia	1,550 tons.
Tar	4,378,000 gallons.
Granulated slag	17,000 tons.

The most important additions to the company's plant were two Bessemer converters with their accessory appliances. These are not used for the making of steel but for the preliminary treatment of the molten pig iron on its way to the open hearth furnaces.

It was stated that the capacity of flour mills in western Canada was increased by 13,600 barrels per day, or 40 per cent during 1907 as a result of the erection of 17 new mills and the enlargement of 3 other mills.

Railway Construction.

Railway construction operations were carried on as actively as the season would permit during January, in view of the large contracts which will be undertaken with the opening of the spring. The general market for labour was considably affected in certain localities by these operations. As the work in this connection was of special importance in view of the lack of employment prevailing at certain points, a special statement was prepared by the several correspondents to the *Labour Gazette*, and information was obtained by the Department from leading contractors with reference to the extent of employment, wages, prices paid for board, etc., in railway construction camps during January. A summary of these statements according to provinces is as follows:—

Nova Scotia.—Men were cutting down the timber on the right of way for the Sydney and Louisbourg line, at a rate of $1.50 per day, Board for labourers in Nova Scotia is about $15 per month.

Prince Edward Island.—There were no railway construction operations in progress. Board generally ranges from $3 to $5 per week.

New Brunswick.—Work on the International Railway (Campbellton to Edmunston), and the double tracking of the Intercolonial Railway from Moncton to Painsec was suspended. On the Moncton and Chipman section of the National Transcontinental Railway, 140 labourers, with steam shovel and gravel train crews were employed; labourers received $1.75 per day, and board was charged at the rate of $3 to $3.50 per week. Two hundred choppers on the right of way and

several portage crews were employed at a rate of $1.25 to $1.50 per day, with board. The work of clearing the right of way will be continued throughout the winter, and a number of steam shovels operated.

Quebec.—Operations were in progress at La Tuque. Messrs. M. P. and J. T. Davis, contractors, have 200 miles of railway under contract, of which 130 miles were under way during January, about 2,000 men being employed at rates of from $1.50 to $1.75 per day; $3.50 per week is charged for board, and a deduction of 50 cents per month is made for medical attendance.

Ontario, East.—Some 40 men were hired at Ottawa at wages of $1.50 per day during the winter and $1.75 for the summer A charge of $3.50 per week is made for board, with a further deduction of 50 cents a month for medical attendance. About 120 men at Toronto were given work on the Temiscaming and Northern Ontario Railway at wages of $1.50 per day, with a deduction of 60 cents a day for board, $1.00 per month for medical attendance, and 20 cents per month for mail service; they were also charged $7.50 for transportation. The Brantford and Hamilton Electric Railway had about 80 men employed on construction work. The grading was completed on the St. Mary's and Western Ontario Railway from St. Mary's to Embro; 200 men were employed at 17½ cents per hour, and obtained board for $3.50 per week. The Michigan Central Railway Company is building a new yard at Windsor, employing 250 men at $1.60 per day of 10 hours, the men paying $4.00 per week for board.

Western Ontario and the Northwest Provinces.—About 300 miles of railway east of Winnipeg is under construction, and the rock work in connection therewith was being done during January. About 150 additional labourers and rockmen were in demand at 17½ cents per hour, employees being charged $4.50 per week for board, and a medical fee of 50 cents per month. About 400 men were employed on the construction of steel bridges at Battle River and Clover Bar. Labourers were receiving 2 cents per hour, and carpenters 35 cents per hour. Board at the camps was $4.50 per week, and 75 cents per month was being deducted from wages for medical attendance.(*) Lumber contractors were getting out a large number of ties for the railways in northern Alberta. The Canadian Pacific and Canadian Northern Railways had suspended operations.

British Columbia.—About 1,400 men were employed on the Great Northern Branch from Fernie to Michel, and on the Canadian Pacific Railway branch at Hosmer. The rates of wages were $2.00–$2.25 per day; board was $5.25 per week, with a deduction also of $1.00 per month for medical attendance. Men were being engaged for the building of a road between Kitamaat and Kitsalas Canyon. It was stated that tenders for the construction of 100 miles of railway in British Columbia from Prince Rupert eastward would be invited shortly. On Vancouver Island, a contract for an extension of 12 miles by the Canadian Pacific Railway has been awarded, but work has not yet been begun beyond the clearing of the right of way by Japanese labour.

General Transport.

The movement of western grain was very heavy, having been facilitated by the mild weather. The fact had a pronounced effect on money conditions throughout the west. Large quantities of low grade grain were forwarded to the European market, and it was expected that all the elevators would be cleared of this product before the arrival of warm weather.

The following table shows shipments of grain during the seasons of navigation of 1906 and 1907 from Fort William and Port Arthur, Ont.:—

COMPARATIVE STATEMENT SHOWING SHIPMENTS OF GRAIN FROM FORT WILLIAM AND PORT ARTHUR, CANADA, DURING THE SEASONS OF NAVIGATION, 1906 AND 1907.

	Season of navigation, 1907.	Season of navigation, 1906.	Increase, 1907.
	Bush.	Bush.	Bush.
Wheat..	46,985,546	44,376,338	2,609,208
Oats....	10,706,268	5,741,564	4,964,704
Barley..	1,353,630	683,759	669,871
Flax....	852,605	382,054	470,551

* See also report of Edmonton, Alta correspondent..

During the season of 1907, upwards of 25,640,000 bushels of grain were shipped to Montreal by way of the St. Lawrence Canal system.

Shipments of general merchandise were light during January, compared with the previous month, and some train crews were laid off in Ontario and the Northwest Provinces. There was a surplus of freight cars in the latter provinces, owing largely to the decline in the coal traffic resulting from the mild weather. Car shop employees were quieter than in December. Traffic on the Intercolonial Railway, however, was exceptionally active.

The Canadian Pacific Railway Company's earnings during 1907 exceeded those of 1906 by about $8,000,000, amounting to upwards of $75,000,000, compared with $67,000,000 in 1906, which, in turn, were $13,000,000 in excess of any previous record. Since 1900, the earnings of the company have considerably more than doubled. The Temiscaming and Northern Ontario Railway also reported a considerable increase in profits.

By an order-in-council, the right to carry passengers from one Canadian port to another will be granted solely to British vessels after January 1st, 1909.

The Trades.

Building.—Conditions were unchanged from December, the inside branches being only partially employed.

Metal and woodworking.—There was, on the whole, an increase in activity among the employees of the metal, engineering, woodworking and furnishing trades, as compared with December, but the month was less active than January, 1907.

Printing.—The allied trades were somewhat quiet, though bookbinders had a fair month.

Clothing.—Journeymen tailors were quiet, as is usual at this season. Garment workers had a fair month. Boot and shoe workers were busy. Furriers were quieter than in the winter of 1907.

Leather.—The production of leather was still limited to the quantities required for immediate use; the price of hides showed some decline.

Textile.—Employees in textile establishments, including cotton mills, carpet factories, etc., had a good month.

Food and tobacco preparation.—Bakers had a fair month. In connection with legal proceedings at Toronto, Ont., it was stated that the cost of flour was nearly double that of ten years ago, soft flour costing $4.90 per barrel, as compared with $2.45, and hard flour $5.50, as compared with $3.22 ten years ago. Labour, malt extract, shortening, sugar, etc., have also advanced. Confectioners were somewhat quiet. Flour mills continued busy, with prices firm. The ice harvest was about three weeks later in opening than in the preceding year, but the cold weather of the closing days of January in Ontario and Quebec assured an abundant supply, and employment became very busy.

Miscellaneous.—Barbers, hotel and restaurant employees, retail clerks and delivery employees were somewhat quiet. The supply of domestic servants was greater than for some time past.

Unskilled labour.—There were a number of unemployed at various points, but conditions, notwithstanding the advance of the winter season, compared favourably with those prevailing in December. The heavy snowfall of the second half of January gave employment to large numbers of men in several of the cities of Ontario and Quebec. The harvesting of the ice crop also employed a number.

Canadian Trade and Revenue.

Foreign trade.—During December, 1907, the total value of imports entered for consumption was $24,548,061, compared with $19,860,125 in December, 1906. The total value of imports for the nine months ending December 31, 1907, amounted to $284,043,245, compared with $251,592,625 for the corresponding period of 1906. Total domestic exports for the nine months ending December, 1907, amounted to $193,913,346, compared with $195,532,556 in the corresponding period of 1906. Increases in

exports during December, 1907, took place under the headings of the Mines, Agriculture and Manufactures, and decreases under the headings of the Fisheries, the Forest and Animals and their Produce.

Imperial trade.—The following table shows the total numbers and values of Canadian produce received in Great Britain during 1907:—

	Amount.	Values.
Cattle	125,753	£2,150,469
Sheep	14,485	26,216
Wheat, cwt.	13,469,700	4,963,048
Wheat, flour	1,837,920	921,890
Peas, cwt.	170,090	68,348
Bacon, cwt.	1,192,401	3,171,562
Hams, cwt.	296,949	845,021
Butter, cwt.	34,753	175,537
Cheese	1,698,847	4,989,399
Eggs, grt. hundreds	115,872	53,084
Horses	166	7,090

According to reports received from commercial agents at the Department of Trade and Commerce, good openings were reported in Great Britain for basswood and poplar broom handles, maple skewers for butchers' use, maple last blocks, woollen rags for manufacturing shoddy cloth, frozen or fresh salmon, ropes and twine. An increased demand was reported at St. Kitts, Nevis and Virgin Island, West Indies, for Canadian goods generally. In Australasia, a satisfactory trade was reported in Canadian agricultural implements, and a good demand for news and wall papers and glazed kid.

Domestic Trade. — Trade, wholesale and retail, was quiet throughout January. The good snow roads and the high prices offered for produce brought large numbers to market. Mild weather caused slowness of movement in heavy dry-goods lines during the first half of the month; conditions in this respect improved later. The situation as a whole was regarded as healthy, collections being fair and spring orders average.

Since the opening of the year there has been a gradual but steady improvement in the financial position. The rate for call money declined, and time money became more plentiful, securities advancing in price. In the December bank statement decreases were shown in deposits, current loans and call loans in Canada. Current loans in Canada have decreased $24,500,000 in the past five months, though the December totals were nearly $8,000,000 higher than in December, 1906. Bank clearings were less than in January 1907.

The annual statements of several of the Canadian chartered banks were published during January, and in every instance show a prosperous year with an increase in profits in most cases compared with the preceding year. * The Bank of New Brunswick, out of profits of $133,291, paid $30,000 into rest account. The Bank of Hamilton reported net profits of $384,708. The United Empire Bank's deposits increased 40% during the year. The number of branches of the Bank of Nova Scotia has increased from 65 to 72, and deposits by 2,000,000; reserve is now 180% of capital. The Royal Bank declared profits of 19% out of which a bonus of 10% was paid to employees. The Bank of Commerce, the Eastern Townships Bank, and the Bank of Toronto also paid bonusus to staff. The Provincial Bank and the Farmer's Bank reported favourably for the year. The Metropolitan Bank will carry forward $241,532, which is $57,000 more than the similar balance of the preceding year. Total profits of the Domi- Bank were about $100,000 more than in the previous twelve months. The Traders' Bank of Canada has added $100,000 to rest and has carried $25,000 forward, assets, circulation and discounts having shown substantial increases.

The assets and business of the Crown Bank of Canada were purchased by the Northern Bank; the amalgamated business will be conducted in the name of the Northern Crown Bank with head offices in Winnipeg. The Northern Bank previously had 47 branches in western Canada and the Crown Bank 24 branches in Ontario.

The Sovereign Bank of Canada suspended payment during January. The various branches were taken over by 13 other banks. Some 391 employees were affected.

(*) See also the *Labour Gazette* for January, 1908, p. 751.

Canadian Revenue.—Canadian revenue during January, 1908, amounted to $7,268,313.72, compared with $6,963,976.84 in January, 1907. For the ten months ending January 31, 1908, the total revenue was $81,024,272.30, compared with $71,649,730.32 during the corresponding period of 1906-7.

The total expenditure on capital account during January, 1908, was $2,973,533,05, of which the leading items were Public Works, Railways and Canals, $2,412,106.17; Militia (capital) $173,288.97; and Bounties, $216,455.56.

Notes.

The *assessment values* in several Canadian cities showed heavy increases during the past year. The total assessment of Victoria, B. C., for example is at present $21,945,080, an increase of $3,808,926 over the preceding year.

New stations of the *Fishermen's Union of Nova Scotia* have recently been incorporated as follows: Station No. 18, situated at Framboise, Richmond Co., Station No. 19, situated at Digby, Digby Co; and Station No. 20, situated at Ingomar, Shelburne Co. This makes a total of twenty stations.

An appeal taken from the judgment of Judge Longley in favour of the contention of the *Dominion Iron and Steel Company* that it had suffered damage through breach of contract on the part of the Dominion Coal Company, was dismissed in January by the full bench of the Supreme Court of Nova Scotia.

In the Speech from the Throne at the opening of the eleventh legislative assembly of the province of *British Columbia* January 19th, 1908, reference was made to the prosperity of the past year, the appointment of a commission on irrigation, the encouragement of immigration, the progress of railway construction and the regulation of the civil service, the last to involve the creation of a superannuation fund. A large reduction in the public debt was made during the past year.

The third session of the first legislature of *Alberta* was opened on January 15th. Reference was made in the Speech from the Throne to the prevailing prosperity and the favourable weather conditions of the past autumn. The reports of the Beef and Coal Mining Commissions, it was stated, were ready and would be laid on the table of the house. A workmen's compensation act, a mines' regulation act, an act for the establishment of an industrial school and an act for the establishment of a government drainage system will be introduced.

At the opening of the first session of the twelfth legislature of *Manitoba* January 2nd, it was stated in the Speech from the Throne that general prosperity had prevailed throughout the province during the past year. Reference was made to the purchase of the business and interests of the Bell Telephone Company of Manitoba, the proposed establishment of a Department of Telephones and Telegraphs and the safeguarding of the interests of agriculturists by facilitating the sale of grain.

By-laws submitted to enable various municipalities throughout western Ontario to participate in the project of the Hydro-electric Commission for the distribution of *Niagara power*, were carried by large majorities. The municipalities affected were, Toronto, Hamilton, London, St. Thomas, Brantford, Stratford, Guelph, Galt, Woodstock, Waterloo, St. Mary's, Hespeler and New Hamburg. At Ingersoll the proposal was rejected.

The fifth annual meeting of the employees, management, travellers and officers of the *Williams, Green and Rome Company, Limited;* of Berlin, Ont., was held in the assembly room of the company's factory on January 9th. An address was delivered by the president of the company, who reviewed the business conditions of the past year with special reference to the financial stringency of the closing months; The progress of the "Welfare work" system was also reviewed (*). The effort made by the company a year ago to encourage saving among the employees by presenting a savings bank book with an account opened and one dollar deposited

(*) A special article describing the system in operation among the employees of the Company was published in the February, 1907, issue of the *Labour Gazette*, at page 819.

in the employees' name for every year of his service with the firm, was reported to have proved a success, the employees having to their credit at the end of the year the sum of $12,223.35. In addition, $5,369.90 had been paid out of earnings on real estate, mortgages and improvements. Altogether the employees had saved $17,603.25 in the year. Out of 460 employees ,370 have an account. Withdrawals have been somewhat heavy during the past six months. It was stated that nearly 4,000 visitors had inspected the establishment during 1907. The various branches of the system were reported to have had an active and successful year. A social evening was held by the employees at the factory on January 10th.

The *Cottage Home Builders' Association*, organized in June last under the auspices of the Toronto Branch of the Canadian Manufacturers Association, to build one thousand moderate priced homes for working men in Toronto, has had to postpone the carrying out of its project indefinitely owing to the financial stringency. About one-fifth the required amount of stock was subscribed, but as the manufacturers were the first to feel the effect of the restrictive policy put in force by the banks, many who had promised their support were forced to withdraw, since all their surplus capital was required for their own businesses. It was thought, however, that the agitation for cheap houses which preceded the organization of the company did good in showing how inadequate was the housing accommodation in Toronto for the requirements of its industrial population, and the attention directed to this subject resulted in the erection of many hundred cheap houses by speculative builders during the summer months. The situation is therefore at the present time not nearly so aggravated as it was a year ago, but there still said to be considerable field left for the operations of such a company as the manufacturers proposed to form. It was settled as probable that the proposal will be revived when the money market adjusts itself, and a large number of houses to sell for $1,200 each will be erected. An English financial agent has recently made inquiries regarding this project with a view to embarking English capital in an enterprise to be organized for the same purpose in Toronto.

The *Dominion Legislative Board* of the International Brotherhood of Locomotive Engineers, composed of representatives from the several divisions in Canada, was in session at Ottawa from the 22nd to the 30th of January. It was convened for the purpose of considering legislation affecting employees of the operating branches of the railway service. On the 27th of the month the members of the Board, together with representatives of other railway labour organizations, met the Rt. Hon. the Prime Minister and the Hon. the Minister of Labour, and asked, among other requests, for an amendment to the section of the Railway Act (Sec. 415) under which prosecutions at present are frequently made on the ground that the section is causing railway men to be unjustly dealt with in many cases. They asked that the words "or negligently" be eliminated from the Act, and that offenders be left liable to be punished only for wilfully disobeying orders. The Prime Minister replying, stated that the safety of the travelling public and of the trainmen themselves required careful protection under the law, but that he would consult with the Minister of Railways and the Minister of Justice, and ascertain if the grievance of the railway employees could be remedied without removing the element of protection which the law provides. The Board had many other matters of a legislative nature under consideration and the executive committee was instructed to remain at Ottawa, to meet the Minister of Railways in regard to the amendment of the Railway Act, and the Board of Railway Commissioners as to changes in the rules governing the movement of trains.

(‡) See the *Labour Gazette* for March and June, 1907, pp. 965 and 1334 respectively.

II. REPORTS OF LOCAL CORRESPONDENTS.*

SYDNEY, N.S., AND DISTRICT.

M. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labor conditions were active throughout January. Open weather and the absence of heavy storms, facilitated transportation on the Railways, and the easy movement of cars on the sidings of the larger works.

The Coal industry was active, and while all departments of the Sydney Steel Works were not as busy as usual, yet the output from the blast furnaces formed a record. The N. S. Steel & Coal Co., had a fair month in both the steel and coal departments.

The Coal output of Nova Scotia, during the year, was greater than in 1906, and when returns are complete, may show an increase of thirty or forty thousand tons, the total output being 5,900,000 tons. Of this amount Cape Breton Island produced 4,550,000 tons. The Dominion Coal Co., alone produced 3,541,000 tons, the N. S. Steel & Coal Co. 664,000 tons, Inverness, 270,000 tons. One of the Dominion Collieries, No. 2, produced 1,100,000 tons during the year; this is probably the largest output on record in Nova Scotia for one mine. If weather conditions continue favorable, and no industrial disturbances interfere, the year 1908 will place the Coal output of Nova Scotia, well above six million tons. The Nova Scotia Steel Co., had an active month, with normal outputs of Coal and Steel. No's 2 and 4 Collieries, are being rapidly developed with a view to additional outputs. Inverness had an active month and is being placed in position to maintain and if possible add to the past year's record which exceeded that of 1906 by 10,000 tons without sinking further to the dip. Port Hood was also active and has good prospects for a busy year. Coal heaps are appearing at some of the larger Collieries and a normal if not a larger amount of coal will be banked.

The Sydney Steel Works continued busy. Four blast furnaces were in operation, while the rail mill was kept constantly running. The rod mill was shut down for three weeks, as orders for steel rods, were ordered held back. The operating of the four blast furnaces together, created an over supply of pig iron, which will be kept for use later on.

No construction work was done during January. About 150 men from the piers, transportation and other departments were laid off. Outside trades were quiet. Foundry's and other works were active. Woodworkers were on short time, working eight hours per day instead of ten. The building trades were quiet and prospects are not favorable. Transportation by Railway was heavy. Wholesale and retail trades were quiet.

About two miles of the Railway spur line connecting Number 12 Colliery with the Sydney and Louisburg main line has been built and graded.

WESTVILLE, N. S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions compared favourably with those of the corresponding month of last year. While the Drummond colliery output showed a decrease of a few hundred tons, all the other collieries in the district reported increases, so that the year closed favourably for Pictou county. The total amount

(*) In addition to the following reports of local correspondents to the *Labour Gazette* with regard to industrial and labour conditions during January in the several cities of Canada, special statements were prepared by the correspondents with reference to the number of unemployed, if any, in their respective districts during the present winter season, as compared with previous years. These are published elsewhere in the present issue under the heading "Unemployment during the winter season, 1907-08."

of coal shipped in the district was about 40,000 tons in excess of 1906. The outlook for the year 1908 is favourable for a continuance of these prosperous conditions. The weather has been very mild, and very little difficulty has been experienced in the handling of traffic. The supply of cars, so far, has been sufficient to meet all requirements. There is little demand for loaders or unskilled labourers at the different collieries, but all appear to be fairly well employed. There were a number of surface men put off at the Allan shafts, but many of them obtained employment under ground.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were employed on work of the season.

Fishing.—Inactivity was the rule.

Lumbering. — Active conditions prevailed in supplying pit timber to the various collieries.

Manufacturing.—The Steel Company's plant, at Trenton, worked more steadily than in December, and it is expected that all hands will find employment by Feb. 1.

Mining.—This industry was generally active, the men being fully employed, with excellent prospects for a continuance of these conditions. The output at the Drummond colliery in December, 1907, was as follows:—Coal, 25,850 tons; coke, 437 tons; fire clay, 272 tons and fire brick, 65,000. The pay-roll amounted to $41,000. The Acadia collieries shipped 27,355 tons.

Railroad construction and employment.—Work on the railway was very brisk. In one week the net tonnage amounted to 38,000 tons, mainly representing shipments of steel rails from Sydney, to Edmonton, Alberta, for the Grand Trunk Pacific Railway Company.

Other industries.—Outside construction work was more or less inactive.

CONDITION OF PARTICULAR TRADES.

Building.—Quiet conditions prevailed except in the plumbing and gas-fitting branches and among unskilled labourers employed at the collieries.

Metal, engineering and shipbuilding.—Machinists, steam engineers, electrical workers and linemen found employment active,

Printing.—Printers had active employment.

Food and tobacco preparation.—Bakers and confectioners were busy.

Miscellaneous.—Barbers were actively employed, and clerks and stenographers were very active.

Transport.—All branches of transportation, including street railway employees, switchmen, trackmen, freight handlers, etc., were busy.

Unskilled.—Quiet conditions prevailed.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during the past month, were in many respects all that could be expected considering climatic conditions. Very unseasonable weather prevailed and the lack of snow, was responsible for much dullness in many lines which would not otherwise have prevailed. Work on the waterfront was slack during the early part of the month, but as the month advanced increased in activity with prospects brighter for February. The various building and repairing contracts made fair progress.

The Canadian Bank of Commerce is nearing completion. Work on the additions to the Union Bank and Court House also made good progress. The new telephone building is in the hands of the plasterers who will soon give way to the carpenters, of whom a number will be employed. The local market can easily supply this demand. At a special meeting of the Trades and Labour Council, held on the 22nd of January, it was reported that "with the exception of a few trades that are always dull at this season, the unions reported employment very good."

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Local fishing has only been fair, considerable damage was done to lobster traps by gales; otherwise this branch would have been favourable. There was an active demand for fresh fish; local dealers reported the market brisk, and stated they could not secure sufficient to satisfy the demand. The prevailing rate paid was 2½c. per pound by the ton.

Lumbering.—Trade has been dull.

Manufacturing and Mining have been normal.

Railroad construction. — Conditions were very dull.

CONDITION OF PARTICULAR TRADES.

Building.—Masons experienced a dull month. Bricklayers were better employed than in December. Plasterers were fairly well employed. Carpenters had a fair month with prospects better for February. Painters had a quiet month, but there was an improvement over December. Stone cutters had a busy month. Builders' labourers had a fairly good month.

Metal.—Boilermakers had a fair month, a marked improvement over December. Horseshoers also experienced a fair month.

Printing.—Printers and Pressmen had a busy month, there being but few idle hands. Bookbinders were active.

Clothing.—Tailors and garment makers were rather dull, owing to weather conditions.

Unskilled labour.—Was duller than for some months.

Other lines were about up to the average.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been exceptionally dull. A number of factories closed down temporarily for stock-taking, for repairing machinery and other purposes. The local supply of labour was more than sufficient to meet the demand.

The Amherst Boot & Shoe Co., has added a large ell. This will about double its capacity. The installation of new machinery necessitated a cessation of manufacturing for about two weeks. The enlarged factory will give employment to a number of extra men. There has been no line of trade particularly active. All the industries have re-opened within the past few days, and report prospects for the coming season exceptionally good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prices for farm produce continued high. Hay was scarce in some quarters.

Lumbering.—Small dealers are practically out of business.

Manufacturing.—This industry was quiet during the early part of the month, but all the factories are now re-opened.

Mining.—Coal mining was very brisk, all the mines working full time. More miners could find employment in the Cumberland mines.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were not employed owing to the season. Local carpenters and joiners as a rule were working steadily, but there was no demand for more hands.

Metal.—Business in these trades was fairly active. No demand for extra labour exists at present, but the outlook for next month is good.

Woodworking.—Trade was dull but expectations are that spring work will be active.

Printing.—Printers were fairly active. A few good printers could find employment.

Clothing.—Trade was dull between seasons. Boot and Shoe workers have had steady employment.

Leather.—Trunk and bag makers have had steady work.

Unskilled Labour.—The dullness in the lumber trade has seriously effected the market for unskilled labour.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market in January differed little from that of December, supply and demand being well balanced. Sales which started early in the month kept the clerks in dry goods stores busy. In other departments conditions were normal.

The mild weather enabled the winter steamers to run regularly giving steady employment to teamsters, freight handlers, etc.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations were quiet being mainly confined to getting out fence rails, hauling mud, etc.

Fishing.—Large quantities of smelts and eels were shipped to the American markets. No other fish were caught.

Manufacturing. — The few factories were carried on under normal conditions.

Railroad construction and employment.—Construction was practically at a stand-still. Change of timetable on the P. E. I. R., gave less time to a number of employees.

CONDITION OF PARTICULAR TRADES.

Building Trades. — Bricklayers and masons had a dull month. Carpenters and joiners were active. Lathers and plasterers were dull. Plumbers, stonecutters, gas and steam-fitters were active.

Metal, Engineering and Shipbuilding. —Iron workers, moulders and helpers, machinists, steam engineers, electrical workers and line-men were active.

Woodworking and furnishing.—Woodworkers, car builders and upholsterers were active.

Printing. — Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, and tobacco workers were active.

Leather.—Tanners and curriers, and saddlers were active.

Miscellaneous. — Barbers, clerks and stenographers were active.

Transport.—Railroad conductors, locomotive engineers and firemen, trainmen, switchmen, telegraphers, trackmen and freight-handlers were active.

Longshoremen were active at Georgetown, but had a dull month in other parts of the province.

Unskilled Labour.—There was a fair demand.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

For the season of the year labour has been fairly well employed and but few were unsuccessful in finding work. The entire month has been very mild so that a large amount of out-door work was possible. Merchants reported that their Christmas sales were much in excess of previous years. January has brought the usual quietness in trade, and stock-taking and preparing for the coming spring were in progress. All manufacturing establishments were in operation and some were especially active. The outlook for the year is exceptionally good, and business men are sanguine that the activity which characterized all branches of business in this section last year will be greatly surpassed in 1908.

Tenders will be received by the Department of Railways and Canals up to Feb. 15th for the lease of the old I. C. R., car and work shops at Moncton for the purpose of establishing an industry which will be productive of increased business for the I. C. R.

The notice specifies a 21 years lease and a guarantee that the industry will be commenced within one year from the acquiring of the property, that it

will give a reasonably steady traffic to the I. C. R., and that it will employ continuously not less than 300 operatives. Considerable work upon the new I. C. R., shops is being done, some 250 men being employed.

The Board of School Trustees for the city have decided to increase the salaries of the lady teachers of the staff commencing with next term as follows:—All Grade VII Teachers to receive an increase of $50.00 per year, making the salary for this grade $375.00. The teachers of the other grades upon new contracts are to receive $25.00 of an increase for the first year making the salary $325.00, and after two years service an additional $25.00 will be given. About 29 teachers are effected by this change. No other change in wages or hours of labour have been noted and no unrest on the part of employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were occupied in caring for stock, getting out wood and marketing produce.

Fishing.—Smelt fishing has been in progress along the shore, but catches have not been large. At Miramichi many nets and shanties were swept away by drifting ice, entailing considerable loss.

Lumbering.—A small cut is being made in this immediate locality. Upon the Miramichi waters and North Shore the cut will be about 20% less than that of last winter. Lack of snow has interfered with hauling operations. Wages range from $24.00 to $28.00 per month.

Mining.—The Bathurst Town Council have granted a twenty year's exemption from taxation upon the proposed smelting works to be erected there by the Drummond Mines Co.

Railroad construction and employment.—About 225 men are now employed upon this end of the Moncton-Chipman section of the Transcontinental Railway. Three steam shovels are now in operation and much work done cleaning the right of way. The light snow fall and the mild weather so far have been very favourable for the prosecution of this work.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons and allied trades were quiet owing to the season. Carpenters found employment active and plumbers had an average month.

Metal Engineering and shipbuilding.—The various branches of these trades reported an average month.

Woodworking and furnishing trades.—Employees in these trades reported a fair month. The woodworking factories were busy and the employees of the Barrel Factory active.

Printing and Allied.—Active conditions in the various branches prevailed, employment being steady and wages satisfactory.

Clothing.—These trades reported quietness, that being the normal condition at this season of the year.

Food and tobacco preparation.—Bakers were brisk and butchers fairly active.

Leather.—Quietness prevailed.

Miscellaneous.—The various operators under this heading reported a fair month.

Transport.—The movement of heavy freight of all kinds still continued and the passenger traffic for the month has been good. Consequently train crews have had a good month, many making extra money.

Unskilled labour.—This class of labour has been quiet during the month, yet the unemployed in this locality seem to be few and the movement of men seeking work small.

DISTRICT NOTES.

Sackville.—The Enterprise Foundry was closed a fortnight during Christmas season. The moulders in the Fawcett Foundry were idle for some time owing to the power-house being out of order. The Sackville Board of Trade, with a membership of 67, held its Annual Meeting on the 14 inst., at which many important matters were discussed.

Additional wharf accommodation is urgently asked. Ten thousand tons of freight were landed at the wharves during the past year. The volume of business done in Sackville during 1907 is estimated as follows:—Value of manufactured goods sent out $500,000; business done by Merchants bank $1,000,000; business at the two banks $1,700,000, and farming output $6,000,000. A factory for manufacturing paper boxes is nearly ready to begin operation.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during January was inactive especially among the building trades. The St. John Street Railway Company has commenced boring for water. The Fair property at Fairville is to be converted into a coal warehouse. The 87th annual meeting of the shareholders of the Bank of New Brunswick was held January 20. The statement for the year showed that the net profits were $133,291.38. The usual dividends at the rate of 12 per cent per annum were paid, $30,000 had been placed in rest account, $5,000 had been contributed to the pension fund, $10,000 had been written off bank premises, and a balance of $15,494.88 carried forward. The rest account now is $1,225,428. Cargoes have been filed at the Customs House for 36 steamships up to and including January 25. These steamers took away Canadian goods valued at $5,356,520, and foreign goods valued at 2,118,412, making a total of $7,474,932. The wheat shipment by the above steamers consisted of 2,100,579 bushels, valued at $2,336,758. A statement recently published shows that the freight and passengers traffic earnings of the I. C. R., at St. John station is rapidly increasing. The total freight earnings were $1,080,793.19 an increase of $305,937.74 over 1906; in freight poundage there was an increase of 206,010,227 lbs., over 1906; the ticket earnings for 1907 amounted to $147,980.82 an increase of $12,463.79 over 1906; and the amount of grain passed through the elevator was 610,000 bushels, an increase of 262,774 bushels. The value of exports through St. John to the United States for the quarter ending December 30, 1907 was $733,861.65. Shipments of goods during the four quarters of 1907 were:

	Canadian goods.	American. lumber.
March	$ 55,270.08	$102,630.37
June	559,632.52	206,591.72
Sept	609,030.90	240,907.46
Dec	517,495.95	216,365.70
Totals	$2,201,429.45.	$766,495.25.

The grand total for the year was $2,967,924.70, which was an increase of $440,459.29 over 1906, when the grand total of the trade was $2,527,465.41.

Bank clearings for the four weeks ending January 23 were $4,945,240, and for the corresponding period last year $5,319,700, being $374,460 less in 1908 than in 1907, and $1,084,093 greater than for the three weeks ending December 19, 1907. Fourteen employees of the Water and Sewerage Department have had their wages increased, taking effect January 1, of the present year, as follows:—Two from $13.20 to $15.00 per week; two from $10.50 to $12.00; five from $10.00 to $12.00; two from $11.00 to $12.00; one from $10.00 to $11.00; and two from $9.00 to $10.00. The caulkers have given notice that after March 1, they will demand $3.00 per day. The present rate is $2.50.

The provincial government will introduce a bill to provide a pension system as asked by the Provincial Teacher's Association. The plan as submitted to the government is that male teachers 60 years of age, and female teachers 55 years of age, shall be eligible if they have taught for thirty years or more. Teachers who have taught twenty years and who from any cause may be incapacitated, will be entitled to a pension of as many thirtieths of the full pension as years of service, up to thirty years. The full pension is $400 for males and $250 for females.

CONDITION OF LOCAL INDUSTRIS.

Agriculture.—Reports from Hartland Carleton County, are that prices for hay remain firm, and farmers are being paid $9 to $10 per ton. Oats are selling at 36 cents per bushel, and potatoes at $1.00 per barrel. Dressed winter beef is selling at 4 and 5 cents, and dressed winter pork at 7 cents.

Lumbering.—The cut of the International Paper Company on the Richards and Hutchinson properties on the Miramichi will probably amount to 40,000,000 feet. It had been the intention of the company to cut only 30,000,000 feet, but conditions for yarding were so excellent and men available that it is likely there will be a larger quantity cut. There is much need of snow in the woods, and if more snow does not come within a few days a large number of the 1,200 men employed by this company will have to be discharged. The Miramichi Lumber Company was not long ago given permission to increase capitalization from $400,000 to $800,000, and the capital has already been increased to $600,000. The men coming out from the lumber camps say, that the operators are laying off large numbers of men in every direction owing to the lack of snow. There has been nothing done for weeks, and the outfits, horses and men are being kept up at great expense. Gilman Bros. & Burden are taking out about 3,000,000 feet of lumber this season for manufacture at their mill at Pokiok.

DISTRICT NOTES.

Fredericton.—The 32nd annual meeting of the Farmers and Dairymen's Association was held here on January 22-24, and the New Brunswick Fruit Growers' Association held its annual meeting January 25.

Sackville.—The Enterprise Foundry started up January 2, after being shut down for a fortnight. The Charles Fawcett Company has installed a boiler and a new 175 horse-power engine in the brick power house erected last autumn.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and Edward Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month was a quiet one for labour the supply exceeding the demand, though no reduction in wages went into effect. On the request of the Quebec Typographical Union No. 302, an increase in wages was granted (*). A strike took place among the planing mill employees of the Gravel Lumbering Company of St. Romuald, on January 17. It was settled on the 22nd through the intervention of the secretary of the provincial board of conciliation and arbitration. A heavy snowfall gave considerable employment during January. Ice harvesting was begun about the middle of the month, the ice being between 10 to 12 inches thick, and increasing to 15 inches at the close of the month. The harvest was three weeks later in beginning than last year; the cost, in consequence, will be greater. A gang of thirty men started to work on the 9th instant to complete the strengthening of the cross-wall between the Louise Basin and Dock. The gas company had a number of men employed introducing gas in different wards of the city.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Conditions were very favourable, the snowfall being sufficient to facilitate operations. The cut this year, it is estimated, will be about the same as last year. The mills, accordingly will have fewer logs than in 1907 as the supply of 1907 was augmented by the logs hung up in 1906. The Iberville Lumber Company is making an extensive cut this winter. It has 12 camps on the riviere Castor and 14 camps on the rivière Sault au Mouton, Que. It was stated that it has already

(*) A copy of the new schedule is published under the heading "Recent Industrial Agreements," elsewhere in the present issue. See also opening article in present issue

60,000 logs laid on the banks of these rivers.

Railway construction.—The LaTuque branch of the Lake St. John Railway has been opened to traffic. The rock cutting gangs on the Transcontinental line were active.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters and joiners were active, other branches were quiet.

Metal, engineering and shipbuilding.—Employment was favourable.

Printing and Allied.—Conditions were busy.

Clothing.—Boot and shoe workers were active.

Food and tobacco preparation.—Bakers and butchers were quiet. Ice cutters were busy. Cigar makers were active.

Leather.—Activity prevailed.

Miscellaneous.—Hotel and restaurant employees, laundry workers, etc., were quiet.

Transport.—Railway employees were active, but steamboatmen, ship labourers, etc., were quiet.

Unskilled labour.—Considerable work was afforded by the snow falls but the month on the whole was quiet.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were about the same in January as during the month of December. The machine shops were running with about the same number of hands as last month, and there has been no further cut so far in hours of labour than that already reported. A number of men were engaged for the woods during the month, and other experienced hands were in demand. The Modern Bedstead Factory has now moved to Cornwall, and the works here have been closed down with the exception of the warehouse containing some surplus stock. The Bankers reported that paper is being met satisfactorily. There has been but one failure in the city during the month.

The cigar makers in the Queen Cigar Factory, who were engaged in making a certain brand of cigars, quit work because their earnings had been cut down $1.00 per 1,000. The firm state that last June the men were given a raise of a dollar for 1,000 on these cigars. The firm had stopped making these cigars owing to a large stock being in hand, and at the same time preparations were being made to move into a new building. When the price of making was increased they were informed that if times became dull the old scale would be put in force. When the men enquired how soon they could start work, they were informed that they could go back at the old scale or if they preferred they could wait until the stock was reduced, when the advanced price would be given. This the men refused to accept, and a number of the other workers did not report for some days although there was no question of price with them.

At a meeting of the Sherbrooke Power Light and Heat Company, it was decided to sell the plant to the city of Sherbrooke, at the rate of $85 for every $100 share, the city to assume the bond of the company to the amount of $80,000, making a total price of $250,000. The City Council has accepted the offer, and the matter will be submitted to the ratepayers at an early date for ratification. If approved of, the work on the development of the Westbury Basin Power will be discontinued by the city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was at a standstill. Many farmers were engaged hauling pulp wood and lumber to the city and various sidings. The Sherbrooke Dairymen's Exchange boarded butter to the value of $137,652 and cheese to the amount of, $31,623.

Lumbering.—There has not been the same activity in lumbering this year as last, and wages are not quite so high.

Mining.—Operations in the asbestos district of Central Quebec are being carried on so far as the weather permits.

Manfacturing. — This industry was fairly busy, the woollen mills and worsted mills running full time.

CONDITION OF PARTICULAR TRADES.

Building—Bricklayers, masons and stonecutters were dull, work being at a standstill on account of the weather. Carpenters, lathers and painters were quiet. Plumbers were active.

Metal.—Machinists, moulders and iron workers were quiet.

Woodworking.—These trades were active.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—All branches were quiet.

Food and tobacco preparation.—Bakers, butchers and meat cutters were active. Ice-cutters were busy. Cigar-makers were quiet.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and laundry employees were active.

Transport.—Railroad men have been busy. Cab drivers, teamsters, &c., have been quiet.

Unskilled labour.—Has been quiet.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was fair compared with the same month last year although not as active as in December. There was no exceptional activity in any particular trade. The new Cotton Factory is still in course of construction; there is now about $250,000 worth of work completed; the plant is valued at 1,000,000 when completed. A new building for the Ursuline's Convent and a large addition to the Christian Brother's School are nearing completion. Trade was rather quiet as it always is in January, but it was better than last year.

Rates of wages are always lower in winter, but are not noticeably so this year. There have been no strikes or lock-outs of any kind. The heavy snow fall during the last part of the month has been of benefit to the few unemployed of the city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The marketing of produce was the chief activity amongst farmers. Prices were very favourable.

Fishing.—The Tommy-cod Season has been about the same as last year.

Lumbering.—Operations were fairly successful owing to fine weather in the first part of the month.

Railroad construction.—The C. P. R. Co., is getting ready to reinforce and enlarge its bridge on the St. Maurice River near this city.

Manufacturing.—The local factories were fairly busy.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters, lathers and painters were active. Other branches were quiet.

Metal.—Horseshoers were busy, blacksmiths and stove mounters active. The iron branches were somewhat quiet.

Woodworking.—Carriage and wagon makers, were rather quiet.

Printing. — Printers and pressmen, were fairly employed.

Clothing.—Fairly busy conditions prevailed.

Food and tobacco preparation.—Quietness prevailed.

Leather.—These trades were rather quiet.

Miscellaneous.—Conditions were rather quiet in the first part of this month, but were better at the close.

Unskilled labour.—There was work for those wanting it.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in January among certain industries and trades were dull. The stringency of the money market had the effect of diminishing production in several factories. The building trades were completing some work under way, but no new work was in sight. Sash and door factories were active. Iron working establishments were busy. One iron company was obliged to reduce the number of its employees and its hours of work; Orders are numerous in this industry and conditions are expected to become again normal in February. Boot and shoe factories were dull. The leather trade was fairly busy, some lines having increased in activity. The organ factory had a good month with full staff working. The woollen mills were very busy, new hands being taken on. It was stated that the Emporium Cigar Company had closed its doors for an indefinite period. The lock out, commenced on December 13 by the Eastern Township Manufacturing Company, was terminated on January 24, the employees accepting the company's terms. Workers, male and female, allow ten per cent of their wages, up to the sum of $80, to remain with the company when the latter will give them a share worth $100. On the amounts paid in weekly the company agrees to pay five per cent per annum interest, such interest to be paid semi-annually. The workpeople had refused these conditions being unwilling to leave any portion of their wages, on the ground that their wages being very low they could not afford any deduction. Work was at once resumed with a full staff; about 100 employees were affected.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Very satisfactory conditions existed during January. The market was active. Hay and grain sold at good prices, and wood fuel was very high. The vegetable market was active, prices being from 25 to 30 per cent higher than last year. The supply farm labourers fully equalized the demand.

CONDITION OF PARTICULAR TRADES.

Building.—Plumbers, and gas and steamfitters were fairly busy; the other branches were dull.

Metal, engineering and shipbuilding.—Moulders, iron workers and helpers, machinists and engineers had a more satisfactory month than in December. Blacksmiths and horseshoers were busy; the other branches were quiet.

Woodworking and furnishing.—Active conditions were reported.

Printing.—A good month was reported.

Clothing.—Boot and shoe workers were dull; other branches were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were active. Cigar makers were idle.

Leather.—Active conditions prevailed.

Miscellaneous.—Barbers, clerks, delivery employees, restaurant and hotel employees, and laundry workers were very busy.

Transport.—Great activity was reported in all branches.

Unskilled labour.—This class was in fair demand considering the season.

DISTRICT NOTES.

Sorel.—Apart from repairs to the fleet of the Department of Marine, the shipyards will build a steel vessel 235 feet in length for lighthouse service in the lower St. Lawrence. More than 600 men work in these yards. The shipyards of the Sincennes McNaughton Company are filled with vessels, including tugs, barges, dredges etc., to be repaired before the opening of navigation. At the Manceaux shipyards four dredges, three tugs, two steamers, and several barges and scows have been placed in winter quarters and will be repaired. More than 20 vessels were quartered in the yards of Messrs. Dulac

and Beaulieu, employing a large number of men. At the Richelieu Company's yards extensive repairs are being done to the Steamers "Beaupré" and "Chicoutimi," as well as minor repairs to other vessels of their fleet.

St. Johns.—The financial depression existing in the United States is felt in St. Johns. At the beginning of the month the Singer Company, employing nearly 1,000 hands closed the doors of its factory for three weeks. The potteries dismissed their employees a month ago. About 100 heads of families have become idle in consequence of the fire at the Standard Drain Pipe Company's works. There are at St. John's over 1,200 men out of employment. On January 20 the Singer Company recommenced work, but the hours of labour will be reduced to eight per day causing a diminution of 20 per cent in the salaries of the wage earners. About one hundred employees refused this reduction and would not resume work. It was stated that the Standard Drain Pipe Company will at once rebuild its works.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were fairly active during January, the mild weather and a few snow storms having improved conditions, especially among unskilled labourers. Building operations have been continued actively. Some anxiety was felt in connection with the ice supply, no ice having been cut up to January 10th. Fifteen companies are engaged in this business in Montreal and surrounding municipalities and the requirements amount to over 200,000 tons. The later severe cold promises a good harvest of ice, and many workmen are at work at the present time.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions have somewhat improved. Work has been renewed on many buildings. Carpenters and joiners were very quiet, but painters and decorators, plumbers, gas and steamfitters were active. Builder's labourers were quiet.

Metal.—Iron moulders, iron workers and helpers, machinists, engineers and electrical workers were active.

Woodworking.—Woodworkers, upholsterers, carriage and wagon makers were very quiet. Car builders were busy.

Printing.—Printers, pressmen, lithographers and bookbinders were active.

Clothing.—Journeymen tailors and garment workers were quiet. Boot and shoe workers were active.

Food and tobacco preparation.—Bakers and butchers had a good month and cigar makers and tobacco workers a fair month. Ice cutters were becoming active in the closing week of the month.

Leather.—Active conditions prevailed.

Miscellaneous.—Furriers were active. Hotel and restaurant, and theatre employees were busy.

Transport.—Street railways employees were active; cab drivers etc., were busy. Ship labourers and longshoremen were dull.

Unskilled labour.—Quietness prevailed.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a marked improvement in the condition of the labour market during January. The market has again reached its normal state after a couple of months of unrest, and may now be said to be active, with supply and demand fairly well balanced. There were very few unemployed labourers. The advent of cold weather and snow had a noticeable effect on general labour in the city. In the rural districts, employment has been very dull, owing to lack of ice. Very little mining and lumbering were done. Owing to the scarcity of feed, farmers brought their horses to local firms and hired them for work

around the mills for the price of their board alone. There is now plenty of work for teams and men, hundreds of both being employed by the Ottawa Electric Company, the Hull Electric Company and the municipal corporation in hauling snow. Teamsters were paid 20 cents per load, or an average of $3.00 per day for both man and horses; shovellers earned $1.26 per day. Ice cutting, hauling and packing was employing hundreds of men and horses; cutters were paid one cent per block, or about $1.50 per day; carters received from one to four cents per block, according to the length of the haul, averaging $3.00 a day for a team; packers received $1.20 per day. The solid ice on the Ottawa permitted of the usual winter work being performed in the Hull shipyards. This gives employment to about 60 workers who receive wages ranging from $1.75 to $3.00 per day.

The cement company has paid a dividend of 10 per cent to its shareholders on last year's business, and has retained 10 per cent of earnings as a reserve fund. The mills have not been able this far to close down for necessary repairs, owing to pressure of business, although it is customary to do so during January. After twelve months' uninterrupted grinding, extensive and expensive repairs are needed, the shafting and other machinery being worn away. This year, the company determined to keep running in order to lay up a stock of some 100,000 barrels of cement, to tide it over the forced lull required for repairs and the construction of the $250,000 enlargement now going on. The mills will be stopped shortly, but the whole staff, about 400 hands, will be kept at work at regular pay on repairs and construction work. The mills when enlarged will have a capacity of 3,000 barrels per 24 hours, and will be in full operation by next April, employing about 50 additional men.

In other lines of trade and industry, the usual conditions prevailed. The 2,000 employees of the E. B. Eddy Company were all working at usual rates of wages, and orders were plentiful and prospects bright for the coming season. The Hull Electric Company is erecting a very substantial steel and brick structure on Main street for its head offices. The building will cost about $10,000. Shipments of all kinds of merchandise were very active.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour, skilled and otherwise, during January, was not equal to the supply, but the situation was much better than was anticipated at the close of the year. The number of men seeking work at the city hall decreased gradually toward the end of the month. The municipal stone yard, which was established to give employment to the needy, was discontinued, as it seemed no longer necessary. The large snow storms each gave temporary work to about 700 men, nearly everybody looking for work being accommodated. Between $15,000 and $20,000 was expended by the city corporation and the Ottawa Electric Railway Company on snow cleaning, the latter being obliged to haul away the snow off the streets where tracks are laid. Ice-packing was delayed about a month owing to the mild weather of the early winter. Mica factories were still idle waiting for a revival of trade in the United States. The foundries and machine shops were operating with fewer hands, but only in rare cases have there been a reduction of wages. The business of the Ottawa division of the Grand Trunk Railway Company has fallen off, owing to lack of forest production; the company had a few hundred cars idle. The local office of the Canadian Pacific Railway Company reported a corresponding quietness due to the falling off in manufacturing. The Ottawa and New York Railway Company found transportation 50 per cent lower than in the summer. The local manufacturers of clothing complained of dullness until about the end of the month, when the

number of orders indicated an improved condition. A lockout of two days' duration occurred in the Chaudiere machine and foundry shops, when the men refused to work after a 20 per cent reduction in wages. The men afterwards came back and resumed work on concessions being made by both sides. The proprietor stated that the reduced rate was compulsory owing to the advance in wages during the last ten years without a corresponding rise in the price of manufactured articles.

The total revenue of Ottawa last year was $683,537, and expenditure $704,421. There was $39,649 less local improvements carried out last year by the city than in the previous year. There was $27,260.10 worth of concrete sidewalks constructed, $1,528.75 worth of plank sidewalks, $89,998.75 worth of tar macadam pavements, $138,983.28 worth of asphalt pavements, $11,682.86 worth of street openings, and $26,572.98 worth of sewers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers of the Ottawa district marketed large quantities of pork and beef, which remained at steady prices all winter. The price of hay has declined slightly and fodder is more plentiful than earlier in the season.

Lumbering. — The smaller lumber manufacturers of the Ottawa district will be affected by the curtailment of logging operations, as they will scarcely have enough material to keep the mills running during the summer. The larger manufacturers who have a couple of seasons' cut of logs ahead will produce the usual amount. Scarcely any buying or selling has been done during the past month, though prices were firm.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were all quiet. The usual quantity of indoor work was in progress.

Metal.—Some shops have laid off hands, but expect to be running at full capacity early in the spring.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during January was rather quiet, especially among unskilled labourers and those trades affected by bad weather. As a winter month January was fairly satisfactory, but operations in the building and other out-door trades were quiet. There has been a large influx of immigrants, many of whose families suffered privations, and every effort was directed by charitable societies and individuals towards their relief. On the 27th of the month the city threw its recently acquired stone quarry open to all comers, so that they might be employed getting out stone for the roads; under this arrangement 20 to 30 men, mostly all new arrivals, are able to earn about $1.00 per day. Civic officials are very busy at the present time. The collector reported less than $500 of 1907 taxes outstanding. The light and water collectors are finishing up their January quarter collections, and preparing statement covering last year's business. In the city engineer's office plans for the street work for the year are being prepared. The walks to be built will soon be advertised. Notices are being issued for Court of Revision sittings to fix the cost of last year's walks. The assessment rolls have been turned over to the city clerk by the assessor. In another month, 14 additional letter boxes will be placed throughout the city, making fifty-five in all, exclusive of a dozen paper and parcel boxes. Most of the new boxes are for the outlying portions of the city. An improved collection service is also being inaugurated, and two collectors instead of one employed. Some $90,000 worth of debentures have just been sold at par; this amount includes the light plant extension debentures. The Board of Trade resumed its meetings during the month; its committee of industries is in communication with

four or five concerns, with a view to having them located here.

In the report of the United States Consul at Kingston appears the following:—

"Not only in the Kingston district of Canada, but in all the territory along the St. Lawrence river and great lakes there is still room for expansion in the trade in cotton goods, boots and shoes, marine and mining machinery, typewriters, jewellery, plated ware, glassware, staple groceries hardware, woven wire fencing, automobiles, motor boats and machinery, rubber goods, and drugs. It must be understood, however, that the Canadians are becoming our chief rivals in their home market for certain lines in this trade, and in rough cotton goods, rugs, blankets, knittings, farming implements, boots and shoes, confectionery, piano machinery, and in all the manufacturing of stoves, heaters, and other branches. The proposed improvements to Kingston's streets will create a market for automobiles, but few are in use here, though the demand is increasing".

About the middle of the month the chief of the fire department sent his annual report to the city council, for the year 1907. The property endangered was value at $350,000, and the loss was only $15,500. The department has nine horses, and sixteen firemen, of which number thirteen are permanent and three callmen. The chief made application on behalf of himself and the men for an increase in wages, on account of the increased cost of living. The chief is also asking that the city furnish the men with winter clothing or give a grant in lieu thereof. The police are provided with winter clothing.

Various horticultural, and charitable societies held their annual meetings and reported a year of material progress. On the 14th of the month the new medical buildings were opened at Queen's University.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were attending to work incidental to the season.

Fishing —This industry was active.

Lumbering.—There was considerable activity.

Manufacturing. — Active conditions prevailed in all branches.

Railroad construction and employment.—Dullness prevailed.

CONDITION OF PARTICULAR TRADES.

Building.—Inactivity was the rule.

Metal, engineering and shipbuilding.—These trades generally were active. The mild weather during the month has given marine men the opportunity of making necessary alterations on their vessels. With the formation of ice this industry will become more active still. On Friday, January 24, 1908, the steamer "Saginaw" left at 9 a. m. for Cobourg, and reached there about 9 p. m. Navigation was continued to a later date than usual.

Woodworking and furnishing.—Continued activity was the rule.

Printing.—Printers and allied craftsmen were busy.

Clothing.—The clothing trades were busy.

Food and tobacco preparation.—Bakers, butchers, ice-handlers, cigar and broom makers were busy.

Leather.—Tanners were busy.

Miscellaneous.—Barbers, delivery employees, etc., were rather quiet, but laundry workers were busy.

Transport.—Quiet conditions prevailed.

Unskilled. — Comparative inactivity prevailed.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of January was not favourable for labour owing to the closing down of the rolling mills, which necessitated the laying off of about 300 men, skilled and unskilled. It is expected that work will be resumed again about the middle of February. The horseshoe branch of the mills, which was also closed

down, will start operations about the middle of the present month, when about 100 hands will be taken on. About 300 men were laid off at the Leigh Cement Company's plant, but they will all be taken on again in February. With the exception of the usual corporation work, there was very little outside employment. The Brass and Steel Goods Company put on a number of skilled mechanics, and are adding others. A number of skilled workmen were employed putting the finishing touches to the hotel "Quinte" it will be opened next month. A large number of men were engaged harvesting the ice crop, which is of excellent quality; many teams were also employed. The new public library was completed and taken over by the city council. Business generally was above the average for January. A number of factories, in order to keep their staffs employed, reduced the hours from 10 to 8 per day. From appearances, there will be but very little distress from inactivity of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy marketing wood, hay and straw, for which excellent prices were obtained. Hay has not sold below $18.00 and has sold as high as $23.

Fishing.—This industry was fairly active with regard to the coarser grades of fish.

Lumbering.—Inactivity was the rule.

Manufacturing.—Activity prevailed in nearly all branches.

Mining.—In the northern parts of the county mining was brisk, and many men were employed.

CONDITION OF PARTICULAR TRADES.

Building.—The building trade was comparatively inactive, with the exception of painters, plumbers, gas and steamfitters, who reported a fairly active month.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, blacksmiths, boilermakers and horseshoers reported a very active month, especially boilermakers, who are engaged in building a new gasholder for the City Gas Department.

Woodworking and furnishing.—Woodworkers, upholsterers, polishers, furniture and cabinet makers had a very active month, with all hands working. The furniture needed for the hotel "Quinte" kept one factory busy. Carriage makers were active, with coopers fairly so. The Deseronto Car Company also had a busy month.

Printing.—Printers, both in newspaper and job offices, were well employed, including machine operators and pressmen. None were out of employment.

Clothing.—Journeymen tailors reported a fairly active month.

Food and tobacco preparation.—Every branch had an active month, with all employees working full time.

Leather.—Harness makers reported a more active month than the corresponding month last year.

Miscellaneous.—Barbers, clerks and delivery employees were active. Furriers reported a very busy month. Hotel, restaurant and laundry employees were busy, but theatrical employees reported a dull month.

Transport.—All branches of railway transport were busy, much more so than in the same month last year. Cabmen, teamsters, hackmen and expressmen were well employed.

Unskilled.—This class found employment somewhat scarce.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during January, especially among outside workers, were very dull, only a few being employed on buildings under construction. Employment in the several factories and shops was fairly active, except during stock-taking. There were more men out of

work in Peterborough this winter than for many years past, owing to a large extent to the influx of immigrants. The closing down of the Wm. Hamilton shops has been a serious matter for about 200 workmen, the majority of whom are still out of work, some having left the city. A few men and teams were employed removing the snow from the main streets. The harvesting of the ice crop gave employment to a number of men. Carpenters, lathers and plasterers are still employed on the Collegiate Institute, Normal School and some residences, and workmen are engaged on the Bell Telephone Company's new building. The Northern Electric Company, of Montreal, is installing a telephone plant in its building, which will be ready for occupation about April 1. Stone-cutters are actively employed at the new armouries when weather conditions permit. A number of men were busily engaged in the quarry at Clear Lake getting out stone to be used in the construction of the Roman Catholic church. The civic authorities provided work at stone-breaking for the unemployed. In the painting trade, a number of workmen were busy, but a large number were out of employment. Linemen looking after wires and lights were active. Florists were active preparing for spring. Commercial activity was not up to the standard, but wholesale and retail trade was fair, considering the condition of the weather. Banks were feeling the money stringency and doing a cautious business. Wages rates remained practically the same, excepting in cases where shorter hours have been adopted. The large curling rink was recently destroyed by fire, at a loss of about $10,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers were mainly engaged in hauling produce to market, which sold at good prices. Hay was sold at from $17 to $18 per ton; wood, $4 to $6.50 per cord; beef, $5 to $6 per cwt.; pork, $9 to $10 per cwt. Potatoes, butter, eggs and fowl of all kinds were selling at high prices.

Fishing.—Dull conditions prevailed.

Lumbering.—The lumbering industry on the whole was somewhat inactive, but the Mann Lumber Company was very busy sawing lumber and shingles for custom and local trade. The planing mill department was busy on stock and orders. This company employ about 25 men, and declared a dividend of 6% for the past year.

Manufacturing.—On the whole, active conditions prevailed in all branches. Curtis Bros. were busy during the past year, making over 4,000,000 bricks, and having yet to supply the new armouries with 700,000 bricks. This firm employs about 30 workmen, and has in operation a portable sawmill cutting custom logs; it is also cutting 3,000 cords of wood for burning in brick kilns. The Sand and Lime Brick Company manufactured a large output and is busy shipping to outside points. The Taylor and Hall Cement Company sold last year 400,000 cement bricks, together with all the cement pipes of all sizes it could make, and is now busy making pipes of all kinds for the spring trade, also a new style of cement blocks for solid and veneered walls. The firm employs about 6 men in summer and 3 in the winter. The Canada General Electric Company was fairly active in all branches, and employing over 1,000 hands. The Quaker Oats Company was also busy in all departments, the oatmeal mill running 24 hours per day. This company employs about 400 hands and could give employment to 50 more girls if it could get them. The Peterborough Cereal Company's mill was busy in parts; it is not usually so active at this time of the year as in the summer, when it generally finds employment for 30 hands. The Central Milling Company's plant was running 24 hours per day, with 12 hands employed. The Matthews Packing Company was active, employing about 100 hands. The B. F. Ackerman and Company's harness factory was active, employing 50 hands. On account of crop failures in the west, some of this firm's orders had to be cancelled, and consequently its business was not so large as in previous years, but the firms Ontario trade was very promising.

All branches of the Peter Hamilton Company were active, but will not have to make up so large a stock this season on account of the recent fire, which impeded last year's sales and caused it to have some of last year's machines on hand. This firm employs about 110 workmen. The G. N. Green shops were active, excepting the moulding shop, which is slack just now; the firm employs 40 hands. The Shovel works were fairly active, employing 45 hands. The G. Fitzgerald carriage shops were active in all branches. The several blacksmith shops were not active in the horse-shoeing line; owing to the fall of snow, little shoeing was needed. Some blacksmiths were active on other work and on spring trade. The Wilson machine shop, employing 8 workmen, was very busy; and the firm is adding to its plant. The Peterborough Canoe Company, employing 55 hands, find business somewhat quiet. The Canadian Canoe Company, employing 30 hands, was active, while the cordage works, employing 180 workpeople, were very active. The lock works were active for a while; they are now taking stock, but will shortly be in full running order, with orders ahead. The 170 employees of the Auburn Textile works were actively employed, the firm having orders ahead. The Colonial Weaving Company's plant was busy, employing 45 hands, and did 23 per cent more business this year than last; having put in $1,200 worth of new machinery, it is enabled to manufacture material here that it previously had to import. The Oke Furniture Company had a good year's business, disposing of all its stock; its prospects for the coming season are excellent. J. J. Turner & Sons had a splendid year, keeping a full staff of 65 workmen employed steadily, and paying over $20,000 in wages. This firm has orders ahead for months, and is making for the Provincial Government of Ontario 6,000 flags for the public schools of the Province. The Rapid Tool Company, employing 25 hands, found business active, and shortly expects to give employment to at least 40 workpeople. The McDonald planing mill and Ward's planing mill were both active on orders and stock for the coming season.

Lumbering.—Operations in the camps were busy.

Mining.—Dull conditions prevailed.

Railroad construction and employment.—General dullness prevailed.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions were more or less dull, except in the case of painters and gas and steam-fitters.

Metal, engineering and shipbuilding.—Inactivity was the rule in these trades; this condition did not apply to iron workers and helpers, electrical workers and linemen, brass workers, ship carpenters and caulkers, and jewellers, who were more or less actively employed.

Woodworking and furnishing.—Woodworkers were active in some shops. Upholsterers, varnishers and carriage makers were active, but car workers found employment dull. Pattern makers employed in the Canada General Electric Company's works were active, but dullness prevailed in other shops. Coopers were inactive.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Dullness was the rule in these trades, excepting with the boot and shoe workers, who found employment active.

Food and tobacco preparation.—Activity prevailed in all branches.

Leather.—Activity was the rule.

Miscellaneous.—Barbers, clerks, stenographers and delivery employees were active, and furriers, hotel and restaurant, theatre and laundry employees busy, while broom makers were very busy.

Transport.—With the exception of street railway employees, who found employment active, dullness generally prevailed in branches of transportation.

Unskilled labour.—Dullness prevailed.

DISTRICT NOTES.

Buckham.—Considerable work and repairs were underway on the Trent waterways, 20 men being employed.

Gamebridge.—Twenty teams and 30 men are employed on the waterways. Twelve other men are at work at other points.

Cobourg.—A number of men were engaged here and at other points replacing wires broken down by recent storms.

Lakefield.—The grist mill and planing factory were recently destroyed by fire, the loss being about $28,000, and 30 workpeople being out of work.

Lindsay.—Construction of the Machine Phone works is being carried on as rapidly as weather will permit.

General.—A large number of men are busy in different parts of the district chopping cordwood. Trade throughout the district is not so brisk as in previous years, owing mainly to stormy weather and the bad condition of the roads. Since the closing down of the cheese factories, more farmers' butter is being brought to market. A great many farmers give close attention to the raising of hogs for the market; they also fatten beef and market it themselves, rather than sell it live weight. Times in general are good, as farmers had good crops.

Trent Waterway Improvements.—A dam at Norland was rebuilt during 1907 at a cost of $650. At Gooderham, a concrete dam was replaced at a cost of $1,770; at Hawk Lake a new dam has been built, raising the water level 3 feet, costing $4,100; new dams were also built at Eagle Lake, costing $922, Bottle Creek, costing $810, and Noggins Creek, costing $890. There was also spent $2,360 at other places. These works have been all completed during the past season. Some 18 lumber firms bring their logs through these waters.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in January were similar to those reported in December, with a great many skilled and unskilled labourers out of work and a good deal of destitution among the unemployed. Nearly all lines of business and of the manufacturing industry were quiet, with but few indications of any resumption of activity for some time. The building trade was duller for the season than has been the case for some years past.

Building permits issued for December represented a value of $507,015, as against $969,783 in December, 1906. The record for the year 1907 shows a total of 3,572 permits issued for 5,051 buildings, representing a total approximate value of $14,225,800, as compared with 3,439 permits for 4,710 buildings, valued at $13,160,396, in 1906.

The fifty-seventh annual report of the Harbour Master shows 3,661 arrivals of vessels during the season, an increase of 255. The coal receipts were 155,915 tons, a decrease of 6,587 tons.

The receipts of the Toronto Railway for December, 1907, were $292,338, as compared with $275,185 for December, 1906.

Two Jewish co-operative butcher shops have been opened on Centre and Elizabeth streets, at which meat is sold at 10c. per pound.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was little work on the farms except in connection with the care of stock and the marketing of produce. Numerous meetings of Farmers' Institutes and Agricultural Associations were held. Many farmers have been looking for help, offering long engagements.

Manufacturing. — Quietness prevailed in most lines of productive industry. Orders are coming in slowly, and manufacturers are not as a rule turning out goods in anticipation of the market, so that many establishments are running with reduced staffs. The open winter has had a depressing effect upon the clothing and fur manufacturing lines. The prospect of a fair amount of activity in the building trade in the spring has given a slight stimulus to manufacturers of builders' supplies.

The Canadian Shipbuilding Co. has disposed of its entire plant in Toronto, formerly the property of the Bertram Engine Works, to A. Berg & Sons, manufacturers of brick machinery. The reason assigned is the inadequacy of the

machinery for the construction of the large engines now required by modern vessels. A. Berg & Sons will remodel the establishment and devote it to the manufacture of brick-making machinery, employing between 200 and 300 men. The Canadian Shipbuilding Co., will concentrate their operations at its yard at Bridgeburg, Ont.

CONDITIONS OF PARTICULAR TRADES.

Building.—There was very little work for carpenters, bricklayers, stonecutters, builders' labourers, or others employed in out door work, and less than usual at this season for inside workers.

Metal, engineering and shipbuilding.—These trades had generally a quiet month, with many out of work and others laid off temporarily by the closing down of plants for repairs and stock-taking. Brass workers and electrical workers were fairly well employed. Jewellers and silversmiths were slack. The strike pay of the machinists out on strike has been increased to $8 per week for married and $6 for single men.

Woodworking. — Furniture makers, cabinet makers, carriage makers, upholsterers and coopers were generally well employed.

Clothing.—Custom tailors found trade slack. Garment workers had a fair month. Boot and shoe workers, and hat and cap workers generally had steady work. Furriers were quiet.

Printing.—Printers and bookbinders reported trade quiet, with a number out of work.

Food and tobacco preparation.—Bakers and confectioners, butchers and brewery workers had continuous work. Cigarmakers had a quiet month. Ice cutters were busy.

Leather.—Harness and saddlery workers were slack.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers were fairly well employed. Clerks, salesmen and stenographers were slack. Domestic servants are now plentiful owing to lack of employment for women in factories and in other lines.

Transport.—Railway employees had a quiet month. Street railway men were well employed.

Unskilled labour.—A large number of unskilled labourers were out of work.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

January was the quietest month in industrial and commercial circles that this city and district have had in many years. All trades were quiet, and there was no demand for labour of any kind. However, it is felt in all circles that spring will bring a revival, and that the depression is merely temporary. There was no distress among the poor, and municipal relief was not more called upon than is usual at this season. Transportation by rail was at times dull and again very active. Retail trade was light, with corresponding effects on wholesale and financial branches. Increases in salaries were granted to a number of school teachers and to officials of the municipal waterworks department. Carpenters decided to adopt the same scale of wages for 1908 that they had in 1907..

By-laws to provide $23,000 for additional public schools, $15,800 for improvements to the waterworks system, and $5,600 for garbage disposal works were carried at the elections on January 6th.

The new carpet sweeper factory was running, with twenty employees. Machinery for the paper box factory was arriving.

Building expenditure for 1907 was estimated at $460,000. This is $85,000 more than in 1906.

CONDITION OF LOCAL INDUSTRIES.

In the *agricultural, fishing and lumbering industries* there was no employment. Most factories were as busy as they

usually are at this time of the year. Railway employment was steady, but car and motive power departments were running with minimum staffs. There was no extra employment caused by snow storms as there often is in this month.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were generally quiet, though some bricklayers and carpenters were working. Work for the former was about ended until spring. Carpenters had a small amount of work ahead. There were idle men in all branches. Many carpenters and bricklayers went to other places to seek employment.

Metal.—Work in foundries and machine shops was steady. The re-opening of the shipbuilding plant at Bridgeburg gave employment to many iron shipbuilders and men of kindred trades. Engine fitters were in demand.

Woodworking.—Car builders and repairers were quiet as a result of the retrenchment policy of the railway companies.

Printing.—Printers were quiet.

Food and tobacco preparation.—Ice-cutters and packers were active when there was ice to cut, but irregular weather interrupted employment.

Miscellaneous. — Stenographers and office employees were generally active. Hotel, restaurant and laundry workers were quiet.

Transport.—Engineers and train men, telegraphers, yard and trackmen were steadily at work. Electric railway employment was dull. Carters and teamsters were doing very little.

Unskilled labour.—There was no work for unskilled labourers.

DISTRICT NOTES.

Welland.—A small sawmill is to be erected. Building expenditure for 1907 is estimated at $402,000.

Bridgeburg.—The consolidation of the Canadian Shipbuilding Company's plants here promises additional employment in the future.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was not so well employed during January as in the preceding month. It was in the building trade that the quiet conditions were the most noticeable, sixty per cent of the men being out of employment. A few factories have reduced their staffs, numbering about 140 men, owing to a shortage of orders, especially for export trade, but most of the factories and mills were running full time. The present quiet conditions are likely to prevail until the approach of spring, when it is anticipated that activity will be resumed in the branches of industry now experiencing a slack season, which this year is more marked owing to the stringency in the money market. Business both wholesale and retail was reported fair for the season of the year. The Bank of Nova Scotia has taken over the business of the local branch of the Sovereign Bank, and will shortly occupy the new premises intended for the latter bank, costing $75,000. The Bank of Toronto is open for business in its new building erected at a cost of $35,000. The value of the building permits for the past year amounted to $200,000, largely residences of the better class.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work, was mainly confined to care of live stock and other work incidental to the winter season. The Fruit Growers' Association was convened in this city on the 20th of January, 1907, and discussed the question of the amalgamation of all the fruit growing associations in the Niagara peninsula, the association endorsed the proposition, and a meeting was arranged with the different associations to formulate plans of amalgamation. Such

amalgamation it was claimed would be a material advantage to the fruit growing industry by securing better shipping facilities, etc. The proposed new association will be known as "The Niagara Peninsula Fruit Growers Association."

CONDITION OF PARTICULAR TRADES.

Building.—The allied trades were quiet, as is usual at this season of the year.

Metal, engineering and shipbuilding.—Employees were in the main inactive.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, wood carvers, carriage and wagon makers were active.

Printing.—Printers, pressmen, machine hands and bookbinders had active employment.

Clothing.—Quiet conditions prevailed.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, cigar makers and tobacco workers were active.

Leather.—Saddlers and leather workers found work quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees were active. Laundry workers found business quiet.

Transport.—Railway train crews, railway telegraphers, switchmen, trackmen, freight-handlers, street railway employees, hackmen, carters, draymen, teamsters and expressmen were active.

Unskilled.—Quiet conditions prevailed.

DISTRICT NOTES.

Port Dalhousie.—After two weeks of repairs and stock-taking, the Maple Leaf Rubber Company's works resumed operations on the 15th of January 1908.

Thorold and Merritton.—Labour was well employed considering the season. The building trades were quiet, but mills and factories were active, and business good.

HAMILTON, ONT., AND DISTRICT.

Mr. Samuel Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, skilled and unskilled, was poorly employed during January. There were hundreds of labourers out of work and according to reports many in want, or being relieved by civic charity. At the beginning of the month the Westinghouse Manufacturing Company operated its factories only from 7 a. m. till 4 p. m. Commercial activity, shipments, etc., have fallen off considerably. Wholesale and retail trade was only fair. The barber's difficulty remained unchanged from that reported last month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was a meeting of the fruit and vegetable growers of Wentworth county, and it was decided that as there was no money in growing tomatoes for the canners at 25 cents a bushel, and the price next year will be 30 cents a bushel. A resolution was passed agreeing that no tomatoes should be grown under contract.

Manufacturing.—Generally speaking, manufacturing has not been as active as in previous months, although few establishments have closed down entirely. During the month an announcement was made to the effect that the Hamilton Iron and Steel Company has had a most successful year and that a bonus would be given to the shareholders. The company is securing a new charter, and will increase its capital to $5,000,000.

Railroad construction and employment.—The Hamilton and Brantford Electric is the only road doing any construction work in the vicinity of Hamilton.

CONDITION OF PARTICULAR TRADES.

Building.—Work in the various branches of the building trade, with the exception of interior work, was very slack,

the weather and money stringency being mainly responsible. Fairly active conditions prevailed with painters, plumbers and steam-fitters.

Metal, engineering and shipbuilding.—Iron moulders, (stove), were slack, but machinery moulders had fair employment. Electricians and horse-shoers were active, but other branches found employment only fair. Linemen and stove mounters were slack.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers, and pattern makers had fair employment, but there was a slackness among upholsterers and coopers.

Printing.—Printers and pressmen were active, and bookbinders had fair employment.

Clothing.—Journeymen tailors and garment workers found employment somewhat slack, and boot and shoe workers had fair employment.

Food and tobacco preparation.—Bakers and confectioners were active, and butchers, cigar and tobacco workers were fairly well employed.

Leather.—Active conditions prevailed.

Miscellaneous.—Barbers and delivery employees found employment only fair, but active conditions of employment prevailed with broom makers, hotel and restaurant employees.

Transport.—Railway trains crews, including street railway employees, had fair employment, but employment with steamboatmen and ship labourers was more or less slack. Cabmen and teamsters were active.

Unskilled.—Employment was slack.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the condition of the labour market during January. The month did not compare favorably with the corresponding month of last year. There are about 500 unemployed in the city at present principally labourers. The opportunities for employment in the factories seems to be increasing, and with the opening of suitable weather for outside work it is expected there will be work for all desiring it, on railway, sidewalk and sewer construction and in the building trades.

The building operations of last year exceeded that of 1906 to the extent of $101,320. There were seven factory extensions amounting to $135,040.

Merchants had a fair month. The co-operative society formed by the working men of the city, expects to open a retail grocery store in a short time.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing. — Manufacturing was not very brisk during the month. The stove works were busy, but the agricultural shops were not so busy as during the same period last year. Some of the factories took on a few more men.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons found trade very dull. Carpenters and joiners were active. Lathers, plasterers and painters were quiet. Plumbers were active.

Metals.—Iron moulders and core makers were better employed than during December. Machinists and engineers and electrical workers were active. Line men were quiet. Metal polishers, buffers and platers were active. Stove mounters were busy. Blacksmiths in some shops were busy; in others they were not so brisk. Boiler-makers were busy. Sheet iron workers were active. Horse shoers were busy.

Woodworking.—Carriage and wagon makers were a little quiet. Coopers and pattern makers were active.

Printing.—The allied trades were very busy.

Clothing.—Tailors and tailoresses were active.

Food and tobacco preparation.—Bakers and butchers, particularly the former, were busy. Cigar and tobacco workers were active.

Leather.—Leather workers and saddlers were active.

Miscellaneous.—Barbers found trade as usual, clerks and delivery employees were active. Hotel and restaurant employees and laundry workers were busy.

Transport.—Railroad trackmen found work quiet, freight handlers were active. Street railway employees were busy. Carters, teamsters and cab men particularly the former found trade dull. Draymen were busy.

Unskilled.—There were a number of unemployed.

DISTRICT NOTES.

Paris.—There were not many unemployed in the town. The fabric mills were busy, and at the plough factory there was more activity than during the previous month.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during January was unsettled, many men being out of work and a larger number working short time. Towards the close of the month factories were more active, but there still was a considerable amount of short time being worked. In the building trades very little work was done. There have not been many cases of acute distress, the bulk of the working people here being able to tide themselves oyer the depression. Upholsterers have been on strike, owing to a cut of 10% in wages. Industrial conditions improved towards the close of January, and while new men find it hard to obtain work, it is generally expected that in a short time employment will be plentiful.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were practically at a standstill. Few contracts are as yet reported and a falling off is looked for.

Metal.—Iron moulders, machinists, and helpers had a dull month some shops having reduced staffs and some working short hours.

Woodworking.—Woodworkers, piano and organ workers, and carriage workers had a very dull month. Only a small amount of time was worked.

Printing etc.—Printers, tailors, bakers, confectioners and cigarmakers had a quiet month.

Textile.—Brussels weavers, ingrain weavers and tapestry weavers had an active month.

Unskilled labour was in no demand owing to the unsettled conditions. The ice harvest and malting season gave employment to a few men.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during January was not so favourable as in the corresponding month of last year. The building trades were very quiet, buildings under construction being nearly completed. About one third of the factory employees were laid off. The various industrial establishments were running short time, with a few exceptions, such as the boot and shoe factories. The Interior Hardwood Company and the brewery were running full time. The Western Shoe Company purpose taking a few more hands on in the near future. The new branch of the Felt Boot and Shoe Company is expected to be ready for operation by the first of March. The Zuelsdoy furniture factory is completed and in operation, with a small staff of employees. The Berlin Steel Go-cart Company's factory is nearing completion; the boiler and engine are installed, the shafting is being lined up, and a number of machines have arrived. The report of the Berlin light commissioners shows a successful month's

business. The total revenue for gas and electricity amounting to $3,159.54; payment for principal and interest, $1,483.02; leaving a net profit over all expenses of $1,676.52. About 400 yards of gravel have been delivered to the new Kaufman Rubber factory, which will be built of concrete.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were inactive. Market prices were as follows:—

Butter, 25 to 28c per lb; eggs, 30 to 35c per doz; potatoes, $1.00 per bag; beef, 5½ to 6½ by the quarter; oats, 60c per bushel; hay, $16.00 to $18.00 per ton, and other produce about the same as last month.

Manufacturing.—Industrial establishments were not as active as in January 1907. Many were running short time, but the boot and shoe establishments were running as usual.

Transport.—Conditions not so active as in the preceding month.

CONDITION OF PARTICULAR TRADES.

Building.—Employment was quiet.

Metal, engineering and shipbuilding.—All were active.

Woodworking and furnishing.—Carriage and wagon makers were active and pattern makers well employed, but the other trades were more or less inactive.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors were all employed, but on short time. Garment workers were quiet, and glove makers very quiet, with boot and shoe workers active.

Food and tobacco preparation.—Activity prevailed.

Leather.—Tanners and curriers, trunk and bag makers, and saddlers found employment very quiet.

Miscellaneous.—Barbers were active, and broom makers quiet.

Unskilled.—Inactivity was the rule.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during January was dull. Upwards of seven hundred men being reported out of employment. Manufacturers with a few exceptions had a quiet month. Some of the factories were closed for a short time and others laid off hands owing to the scarcity of orders and the shortage of money. There was little demand for labour and no indications that there will be any greater demand during the winter months. The Queen Tailoring Co., whose factory has been closed for two weeks resumed work with a full staff of hands and the Stratford Clothing Co., has re-opened its factory. Some thirty-five men were employed digging sewers. The Niagara power by-law was carried by a majority of 696 votes. Wholesale and retail merchants reported business good but money scarce. No changes in rates of wages and no trouble in the labour market were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were dull. Market prices were as follows:—

Wheat, 95c. per bushel.
Barley, 55 to 70c. per bushel.
Oats, 45c. per bushel.
Peas, 70 to 75c. per bushel.
Bran, $22 a ton.
Shorts, $24 a ton.
Eggs, 28 to 30c. a dozen.
Butter, 26 to 28c. a lb.
Live hogs, $5.10 a cwt.
Hay, $11.50 to $13 a ton.
Chickens, 35 to 60c. each.
Ducks, 40 to 50c. each.
Geese, 90c. to $1 each.
Turkeys, 13 to 14c. a lb.
Potatoes, 90c. to $1 a bag.
Apples, 60 to 90c. a bag.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, carpenters, plasterers, painters and builders labourers were out of work. Plumbers were fairly busy.

Metal.—Most of the foundries had to lay off some of their hands and were running their establishments with as few as possible. Horseshoers were active.

Woodworking. — These trades were quiet with the exception of coopers.

Printing.—Printers were active but, not so active as last year at this season.

Clothing.—Journeymen tailors and garment workers found employment scarce.

Food and tobacco.—Bakers, butchers and cigar-makers reported business active.

Miscellaneous.—Barbers, clerks and delivery employees had a busy month. Hotel and laundry workers were active.

Transport.—Railway men were wel employed; cabmen, carters and draymen reported a busy month.

Unskilled.—A large number were out of employment.

DISTRICT NOTES.

Goderich.—By-laws were carried to guarantee $150,000 of the bonds of the Ontario and West Shore Electric Railway, and in favour of loaning to the Doty Engine Works the sum of $35,000.

Mitchell.—Hill & Co., are busy getting material ready for a 290 foot steel bridge at Bayfield. The firm is working full time, and has increased the number of its hands.

Kincardine.—A by-law was carried on January 6, to grant $8,500 for improvements to the central school.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Not in some years past has the general condition of labour been so inactive as at present. The number of unemployed is about 750 men and 400 girls, at least three times as many as is usual at this time of the year. Employers state that they have plenty of orders on hand, but cannot collect their outstanding accounts; the banks will not carry them, making it impossible for them to pay the hands. The city authorities have contracted with the owners of a couple of gravel pits for the supplying of stone for street purposes, and a number of men are given work breaking the stone. The Charities Aid Society has made arrangements with a number of wood yards, and are placing men at work sawing wood. The outlook in the building trades is not very bright for the coming summer, but with the advent of spring, it is expected that the foundries and factories will resume their normal condition. At Wolsley barracks, nearly 300 men are now quartered, the largest number in the history of the barracks; this has helped to absorb some of the unemployed.

There are no construction gangs working on any of the railroads, where during the past three years about 100 men were usually employed. At the Canadian Pacific Railway Company's freight sheds, seven men were laid off, and at the Grand Trunk about 12. The Canadian Chemical Company will no longer manufacture here, and about 35 men will be laid off or have to move to the company's new works at Hastings. About 15 hands employed at construction on the Canadian Pacific Railway were laid off. On the Grand Trunk Railway, the car inspectors and cleaners had their hours reduced from 10 to 8 per day.

Thirteen telegraphers in this city have received a 10% increase granted by the Canadian Pacific Railway Company. About 130 female teachers in the city schools have received increases as follows:—

Those receiving	.....	$400 to $449 to get $500
"	"	$450 to $499 to get $550
"	"	$500 to $549 to get $600
"	"	$550 to $599 to get $650
"	"	$600..... to get $700

A by-law to raise a sum of money to bring Niagara power to London was carried by a vote of three to one.

CONDITION OF LOCAL INDUSTRIES.

Railroad construction and employment. —The Grand Trunk Railway Company has brought eight new mogul locomotive engines here, of the cross-compound

consolidated type, and twelve engines that had been in use before, to handle the fast freight between London and Sarnia and London and Niagara Falls. Eight train crews, composing 30 men and their families, are being moved from Sarnia to this city to work on these trains, the idea being to change the crews here so as to make faster time. First-class freight rates have been reduced between London and Toronto from 36 to 32 cents per hundred.

CONDITION OF PARTICULAR TRADES.

Building.—There was little work in the building trade, though plumbers were fairly busy.

Metal, engineering and shipbuilding.—Iron and brass moulders were slack, and many iron workers were out of employment. Machinists reported trade fair, but metal polishers had little to do. Stonecutters reported trade good.

Woodworking and furnishing.—Carriage and wagon makers, and car builders reported trade slack, but coopers were fairly well employed.

Printing.—Printers and pressmen were all working.

Clothing.—Tailors were fairly well employed, garment workers being slack, and boot and shoe workers reported trade good.

Food and tobacco preparation.—The two local biscuit and candy factories were only working three-quarter time, and have laid off a large number of girls. Ice-handlers were busy, and have quite a number of teams and men employed. Cigarmakers were not busy, and a number were out of work.

Leather.—The local tannery was rushed with work and employed all the hands it had room for.

Miscellaneous.—Stage employees were busy.

Transport.—January was a quiet month for train crews, and a number of freight-handlers were laid off for a short time. Teamsters were not active, but a number secured work hauling ice and logs.

Unskilled.—There was very little work to do, but the work of sawing wood and breaking stone for the city helped somewhat.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month of January did not compare favorably with the preceeding months. This was due in part to the advent of cold weather which had its effect upon building. The reductions which were made in the different railway shops also resulted in throwing many men out of employment or reducing their hours of labour to such extent that it is a hard matter for them to meet the present high rate of living. In addition, there have been a number of small reductions in the working forces of various local industries, but so far these reductions have not been extensive. The amount of traffic on the railways has been exceptionally heavy and trainmen have been well employed during January.

The by-laws submitted to the rate payers on January 6th re the introduction of Niagara Falls power and the construction of the Ross Street subway, were both carried.

The annual report of the Water Works Commissioners is a very favourable one. The report shows a surplus of revenue over expenditures amounting to $17,726.63. Deducting $10,021.55, the amount of debenture payment and interest, for which the Department is liable to the City, this leaves a balance of $7,705.08 to be handed to the City.

There are a number of idle men in the City but so far very little distress has been reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work has been somewhat at a stand still. The City markets have been well attended, owing in part to the splendid condition of the roads. The prices of farm produce remained firm.

Manufacturing.—In the smaller local industries business has not been as brisk

as during the preceeding months. It was stated that the Heard & Company's factory will close down about the first of February on account of having orders filled. A number of men were laid off by the Red Foundry. The Canadian Iron Foundry reported business as fairly good to date, but that orders are now being turned out faster than the demand. This may result in a slight reduction being made in the working staff at a later date. However, it is not anticipated that there will be any extensive reduction.

Railway construction and employment.—In the traffic departments, the men have been exceptionally well employed during January, and have had to work overtime to meet the demands made upon them.

CONDITION OF PARTICULAR TRADES.

Building.—On account of the cold weather, there has been very little work done.

Metal, engineering and shipbuilding.—Iron moulders, machinists and metal workers, employed in the railway shops have had their hours reduced, but it is expected that they will be put on full time in the near future.

Woodworking and furnishing.—A reduction was made in the number of car builders, employed by the Michigan Central Railway Co. Other woodworkers reported a quiet month.

Printing and Allied.—Printers were well employed, there being decided activity in the job departments.

Clothing.—Journeymen tailors reported the month an average one.

Unskilled labour.—There were a number of idle men in St. Thomas, but so far no distress has been reported.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during January has been extremely quiet. The city council has been doing all in its power to relieve the burden of the needy by providing work on sewers, which has lasted up till the end of the month. Factories have been running steadily and the skilled mechanic fared much better than the unskilled. The building prospects are not of the brightest for the coming season, a number of the largest manufacturing firms owing to the closeness of the money market have made a cut of from 10% to 30% in the wages of their men. The cost of living remains the same if not higher.

The Wolverine Brass Co., is busy installing machinery and will in a short time be ready for orders. The assignment of the Chatham Motor Car Co., will be a decided loss to that city, but hopes are entertained that the company will be able to again commence operation.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had very little to do. A few were taking advantages of the good roads to market hay during the latter part of the month, the price having fallen to $12.00 and $14.00. Many of the farms are selling their pork live weight.

CONDITION OF PARTICULAR TRADES.

Building.—Many members of the several trades were out of employment, especially bricklayers, plasterers. Carpenters as a rule were better able to secure work. The severe cold spell towards the latter part of the month was of help to the plumbers who had not been very busy.

Metal.—Machinists were, on eight hour shifts. Horseshoers had a fair month.

Woodworking.—All carriage and wagon factories were runing full time with a full complement of men. In one instance a cut of from 10 to 30% was made in piece work prices.

Printing.—Printers reported an average amount of work. Bookbinders were not so busy as in the preceding month.

Clothing.—Journeymen tailors reported trade very dull.

Food and tobacco preparation.—Bakers had only a fair month. Ice cutters so far have had nothing to do owing to the mild weather.

Miscellaneous.—Barbers complained of dull times and reported that the falling off was noticeable.

Unskilled labour.—There was no demand.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During January the supply of labour was in excess of the demand. This was especially so after the closing down of the steel plant, 500 or 600 men being temporarily thrown out of employment, though a large proportion of the workmen were kept employed on repairs. Banks reported a continued stringency of money. Merchants reported business dull in all lines. Mild weather and scarcity of snow, up to the last week of the month, had a tendency to make busines quiet, as a good deal depends here on the extent of lumbering operations. During the last week of the month, however, cold weather prevailed; this will probably improve conditions.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Operations were active, though retarded by mild weather and lack of snow during the greater part of the month.

Manufacturing.—The steel plant closed down about the middle of the month owing to a shortage of pig iron and for necessary repairs, but at the end of the month a notice was posted to the effect that the bessemer-bloom-open hearth and rail mills will resume operations in all departments on Friday morning January 31st. The veneer mill closed down on account of lack of logs. The weather was responsible for this as logs cannot be hauled from the bush through want of snow. Other industries were running full time with many orders ahead.

CONDITION OF PARTICULAR TRADES.

Building.—With plumbers, gas and steam fitters conditions were busy; other branches were dull.

Metal, engineering and shipbuilding.—Machinists and engineers were busy; conditions in the other branches were normal.

Normal conditions also prevailed in the *Woodworking, Printing, Clothing, Food and Tobacco Preparation, Leather, Miscellaneous and Transport trades.*

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

For the season of the year conditions were normal. More than usual are being sent out of the city to work on the double tracking of the Canadian Pacific Railroad between Winnipeg and Port Arthur. In the same section large numbers of men are being sent out to work on Grand Trunk construction work. Factories generally speaking were not very busy. A factory for making artificial stone will commence operations in the spring. A new engraving and copperplate printing establishment proposes starting in Winnipeg at an early date.

The Grand Trunk Pacific Railway Company has already laid about ten miles of track in the new yards just east of the City of Winnipeg. The new shops are to be placed upon the same location. The line east from St. Boniface has been completed to a point five miles east of the last branch of the Brokenhead river, making forty miles of track. By the 1st week of February it is expected that the track will have reached Whitemouth.

The Grand Trunk Pacific Telegraph line into Winnipeg from Western points has been completed. The line has been in operation for railway purposes from

Portage la Prairie westwards for some time, and is now connected with Winnipeg. The track of the Grand Trunk Pacific is laid some 65 miles beyond Melville to the west, and construction trains are running. Beginning at Saskatoon the track is constructed 60 or 70 miles eastward but there remains a gap of about 60 miles to complete the line to Saskatoon.

On this portion the work is proceeding at the rate of about two miles a day.

The total earning of the Winnipeg Electric Street Railway for 1907 were $861,857.42.

A central charities organization has been formed for the City of Winnipeg. It is composed of representatives from existing organizations and will not dispense charity but collect information as to those in receipt of charity with a view to the prevention of overlapping in charitable work and the elimination of imposters and habitual beggars. It is proposed to ask the City Council to appoint an officer to act under the direction of a central charities board. This officer will ask every charitable institution to report to him the names of every recipient in aid. Charitable organizations will be requested not to give aid until after first having received a report from the secretary of the central association, certifying to the fact that the applicant for relief has not been receiving aid from other sources.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Loan campanies in Winnipeg are taking action so as to be in a position to loan money to farmers in Alberta and Saskatchewan, who on account of the adverse weather conditions of last year, are not in a position this year to purchase for themselves necessary seed grain. It is proposed to ask the governments of the two provinces named to authorize a simple lien to be given against farm land for the purpose of securing seed grain loans, this lien to take precedence over existing encumbrances. If this is done the loan companies and the insurance companies with representatives in Winnipeg will be able to meet all the demands for money for seed grain purposes. They will not be in a position to extend any such accomodation to those settlers who have not as yet secured patents for their homesteads. The interests of these are, it is understood, in so far as seed grain is concerned to be looked after by the provincial governments to whom money will be advanced by the Dominion government for this particular purpose.

Lumbering.—Large numbers of men are being employed in the woods east of Winnipeg taking out firewood. Supplies are now more plentiful than they have been for some time and wood prices in consequence have gone down.

Railroad construction and employment.—Railroad construction to a greater extent than usual is being carried on this winter. Most of the work being done is in the rock sections of the Grand Trunk Pacific between Winnipeg and Port Arthur, and the double tracking of the Canadian Pacific Railway.

CONDITION OF PARTICULAR TRADES.

Building.—Practically nothing is being done in the building trade, and uncertainty exists as to what the volume of trade will be next year.

Metal, engineering and shipbuilding.—Dullness prevailed. All the foundries are running with small staffs and there does not appear to be any signs of an early revival of activity.

Woodworking.—In common with other manufacturing industries carriage building was dull. A considerable amount of repair work is being attended to but there is no work being done on stock.

Printing.—Printers are experiencing a very dull season. The session of the local legislature is being held at present. This caused one or two of the printing offices to engage extra help.

Clothing.—The Clothing trades are experiencing very little demand for new work. The fur trade has been exceptionally dull, a condition that is attributed to the open weather up to the end of January.

Food and tobacco preparation.—Conditions have been normal.

Leather.—The leather factories maintain steady activity. The demand for goods is not heavy but in a few months it is expected that accumulated stocks will soon be shipped out.

Miscellaneous.—A large number of men and women are seeking employment indoors. Amongst this class there is a certain amount of want. At present there is no demand for stenographers or for help for indoor work. Domestic servants are always in demand.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Considering the season through which Brandon has just passed, the building record for 1907 speaks well for the progressiveness of the city. The total expenditure on building has been only slightly under that of 1906, notwithstanding the lateness of the season's opening and the financial difficulty experienced here, as elsewhere. The following is a comparative statement showing the nature and cost of buildings erected in Brandon during 1907 and 1906:—

1907	
Residences (new)	$278,920
Additions	17,170
Rifle range	10,000
Armoury	65,000
Salvation Army	12,000
Collegiate	65,000
Asylum (addition)	12,000
Churches	5,000
Railway buildings	96,910
Lighting plant (adds)	35,000
Warehouses	21,870
Stables, etc	5,285
Winter Fair buildings	45,000
Other buildings	45,135
Total	$715,290

1906	
Residences (new)	$293,050
Additions	17,985
College (additions)	44,500
Schools	30,000
Churches	6,800
Railway buildings	22,500
Breweries (2)	90,000
Warehouses	26,950
Stables, etc	6,350
Other buildings	$132,777
Total	$724,905

The building trades were quiet, with the exception of a few men employed on inside work on the Winter Fair building. The Canadian Pacific Railway Company was also giving employment to a few men, steam fitters and tinsmiths, in fitting up the interior of additions to its shops. A number of train crews were laid off owing to the falling off of traffic. Wholesale and retail trade was quiet. The Canadian Pacific Railway Company has granted a nine hour schedule to its car repairers, but in consequence of slackness they are at present working only eight hours per day. The mechanics employed in the company's workshops are also on short time, having the option of either losing two and one half days per week, or working eight hours per day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Three important resolutions were passed at a recent meeting of the Manitoba Grain Growers Association. A discussion took place regarding Government ownership of elevators, and resulted in the passing of the following resolutions:—

(1) "That this branch urge the Dominion Government not to interfere with the present system of distributing cars to shippers of grain, as provided for by the *Manitoba Grain Act*, as that is the only safeguard the farmers have from unfair treatment by buyers at country points".

(2) "That this branch approves of the principle that the local government provide a system of storage facilities for receiving, storing, cleaning and shipping the grain products of Manitoba".

(3) "That this branch declares its firm conviction that the Dominion Government should own and operate the terminal elevators".

Other resolutions passed were as follows:—

"That this Association recommends to all farmers, and elevator companies to do business, as far as possible, through the Grain Growers' Grain Company, and that each elevator company use its influence with its patrons, who ship their own grain, to do the same".

"That where any elevator company is found to be discriminating in the matter of storage charges, the minimum charge they make at any point shall become the maximum charge, they shall be allowed to make at all points".

The following statistical statement was also submitted.

Number of elevators in Manitoba	686
Capacity, bushels	20,000,000
Estimated value of elevators	$ 2,000,000
Estimated amount required to buy elevators and to build new ones	$ 5,000,000
Salaries and running expenses	$ 300,000
Total yearly expenses	$ 500,000

Manufacturing.—Quiet conditions prevailed.

Railroad construction and employment.—The Canadian Pacific Railway Company has changed its plans owing to the fine open winter, and work trains are arriving with workmen, steel and ties, at Shebo, Sask., and have commenced the laying of steel westward from that point. The extension is part of the trunk line from Winnipeg to Edmonton, and the company proposes to reach Lanigan as soon as possible, thereby completing its line to Saskatoon, and opening up a fine country to the west of Shebo. The numerous side tracks being laid at Shebo point to the possibility of its being made a junction.

CONDITION OF PARTICULAR TRADES.

Metal.—Machinists, engineers, blacksmiths, boilermakers, jewellers and sheet-metal workers were quiet.

Woodworking and furnishing.—Woodworkers, upholsterers and pattern makers found employment somewhat quiet.

Printing.—Active conditions prevailed.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were actively employed.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters, ice-handlers, cigar makers and tobacco workers were active.

Leather.—Quiet conditions were the rule.

Miscellaneous.—Barbers, clerks, stenographers delivery employees, laundry workers and furriers were active. Advertisements appeared for experienced stenographers.

Transport.—Several train crews were laid off on account of diminution of trade, Cabmen, draymen, teamsters and expressmen found employment somewhat quiet.

Unskilled.—The demand for unskilled labour was fully supplied, and a number of this class were unemployed. The Canadian Pacific Railway Company has reduced the wages of its labourers from $2.00 to $1.50 per day; these men are scattered over the division.

DISTRICT NOTES.

Beckenham, Sask.—Between 200 and 300 men are busy on the Grand Trunk Pacific Railway laying steel; it has been laid as far as Jesmond. This will enable the various parties that have located here to get in lumber for the erection of their buildings and the signs point to great activity in the spring.

Saskatoon, Sask.—A new company has been formed known as the Saskatoon Iron Works Company, it will be capitalized at about $50,000.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during January was practically the same as in the preceding month. A few carpenters found employment on interior work, but all other branches of the building trade were inactive. The Painters' union reported 35 unemployed out of a membership of 41, but stated that the prospect of an early opening up of business in the spring was very good. There were a number of other unemployed in the city, mostly labourers, but with the exception of a few families who arrived in the country late in the season, and who had no op-

portunity of preparing for the winter, there are no cases of absolute destitution. Those referred to are being taken care of by the Relief Society.

The City Council made an appropriation of $2,500 for excavating and cartage in order to provide work for the unemployed; the Provincial Government has provided similar work. These measures, coupled with an exceedingly mild winter will insure immunity from real hardship to the unemployed till the general opening up of work in spring, when plenty of work is expected on the Provincial Parliament buildings and other works.

The new parliament buildings, which are to be fire-proof throughout, will require an enormous quantity of concrete in their construction, and the Government has decided to provide work for a considerable number of men during the winter months by having the gravel necessary for building operations hauled at once to the site. It is understood that there will be in the neighbourhood of 20,000 square yards hauled. The decision of the Government to proceed with the work during the winter will provide work for those out of employment, and should provide a safeguard against idle men in Regina during the rest of the winter.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, stonecutters and masons were very quiet. Carpenters and joiners. Lathers and plasterers, and painters were very dull. Plumbers, gas and steam-fitters were fairly active. Builders' laborers were active on city work.

Metal.—Electrical workers were fairly active.

Printing.—Printers were fairly active; there was a slight improvement in trade as compared with last month.

Food and tobacco preparation.—Cigarmakers were fairly active.

Miscellaneous.—Barbers were fairly active. Laundry workers had a busy month.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during January, 1908 was much the same as in December 1907. There were a few more idle men in the building trades than in December, but there were not so many unskilled labourers idle, as the ice merchants have commenced their seasons operations. The supply of labour however exceeded the demand both for mechanics, office help, railroad employees and unskilled labour. The only unsatisfied demand was for domestic help. Work was commenced during the month on the new plant of the Independent Meat Co., which intends carrying on business as butchers and meat packers. There has been a heavy falling off in passenger traffic and freight shipments.

Bank clearings show a small falling of over the corresponding month of 1907. Wholesalers and retailers reported business quieter than during the previous month, but on a par with the corresponding month of 1907. Wages remained about the same as in 1907, though in some cases it is reported there will be a reduction in the near future. There were no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Owing to the falling off in the erection of buildings during the latter part of last year, lumbering is not being carried on to the same extent as last winter.

Manufacturing.—This industry was kept up remarkably well during the present winter considering the money stringency. None of the factories in the city have closed down, though most of them are working shorter hours.

Mining.—A number of coal miners have been laid of on account off the reduced demand for coal partly on account of the railroads not requiring as much coal as

last year and also on account of the very mild winter prevailing throughout the province, it being estimated that fully one third less coal is being used for domestic purposes than was used a year ago.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinney, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was employed to about the same extent as last month. Compared with a year ago, fewer men were employed. The number of unemployed remained about the same as a month ago. The number would be increased only for the continuous fine weather, which permits of considerable outdoor work being done. No new industries or public works are being started, though it is expected that a number of men will be required shortly to clear the right-of-way for the first 60 miles, west from the city, of the Grand Trunk Pacific Railway. The contract for this section has been let to an Edmonton firm. The contract for the construction of 126 miles of the same railway, from a point six miles east of the city to a point 120 miles west, has been let to Messrs. Foley, Stewart, Welsh and Larsen, of Winnipeg, and it is expected that work will be started in the spring. Work on the construction of the piers of the Grand Trunk Pacific Railway Company's bridge at Clover Bar, six miles east of here, is still under way, with about 300 workmen employed. These are the largest concrete piers in the world. The second one was finished early in the month. It contains about 4,000 cubic yards of concrete, costing approximately $52,000. It is estimated that the substructure for the bridge will be completed about April first. The steel for the bridge will probably be brought to Edmonton on some other line, and taken out to Clover Bar on the Grand Trunk Pacific Railway.

The fur catch, which is a considerable source of revenue to the city, is reported small and prices low.

The value of the building permits issued during 1906 amounted to $1,868,-069, compared with $2,268,210 in 1907.

The Customs returns for 1906 were $155,073.56, and for 1907 $265,149.31. Post office returns 1905-6 amounted to $25,494,03, and for 1906-07 to $48,155.14. Money orders paid in 1905-06 amounted to $96,461.66, and in 1906–07 to $166,-430.84.

The clearing house returns were as follows:—

Six months ending		31 of Dec. 1906,	—$3,936,721.60
"	"	31 of Dec. 1907,	—22,960,307.67
12 "	"	31 of Dec. 1907,	—45,716,792.62

The Alberta Executive of the Dominion Trades and Labour Congress waited upon the Provincial Government and discussed a number of resolutions which had been adopted by the Provincial Labour Party at the convention recently held in Calgary, re legislation for the betterment of the condition of the working classes. Among the resolutions was one referring to a "Workman's Compensation Act" along the lines adopted by the Imperial Parliament, for an eight hour bank to bank day for coal miners, the total abolition of the contract system in all public works, and an eight-hour workday, the examination and registration of steamfitters and plumbers, an extension of time on election day to permit workmen voting after work hours, to prevent the employment of children under sixteen years of age in factories, for the abolition of the present law compelling candidates for the Provincial Assembly to put up a deposit, and several resolutions regarding amendments to the "Mines Regulation Act.".

The city assessment for 1906 amounted to $17,046,728 and the tax rate to 10½ mills; in 1907 it amounted to $21,958,700, and the tax rate to 13 1-8 mills. There was 1,661 applications for patents during 1906 and 1,764 in 1907.

Edmonton purposes to extend its city limits by taking in an area of about 5,000 acres; this would give the city a total area of fifteen square miles.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—A number of men were in the woods getting out logs for the saw-

mills; a number are also employed cutting railway ties.

Mining.—The coal miners in and around the city were busy, a number being employed as a result of a conference between the representatives of the miners and the mine owners, held recently, when a new wage scale was arranged which will give the miners about a dollar a ton at the face of the mine.

CONDITION OF PARTICULAR TRADES.

Building.—A limited number of bricklayers and masons were employed, mostly on the construction of the new post office building. Only a small number of carpenters found employment; this condition would also apply to lathers, plasterers and painters. Plumbers and steam fitters were more or less employed, and builders' labourers were rather inactive.

Metal, engineering, etc. — Electrical workers, linemen and sheet metal workers had very little to do.

Printing.—Printers and pressmen were fairly well employed, but some were out of employment.

Clothing.—Journeymen tailors found employment only fair.

Food and tobacco preparation.—Bakers, confectioners, etc., had fair employment.

Miscellaneous.—Barbers, clerks and restaurant employees found employment only fair.

Transport.—Railway employees were fairly busy.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during January was quiet throughout the Kootenay district, there being a surplus of labour approximating 1,200 men, about 300 of these being miners, 200 skilled labourers, and 700 lumbermen and unskilled labourers. The depreciation in the market values of the silver-lead and copper produced at the mines, together with the winter season when out-door or above ground operations partially cease, accounts for the unemployed miners. The slackness in building operations together with a temporary lay off by the Canadian Pacific Railway Company of several train crews and part of its shop employees accounts for the unemployed skilled labourers, while the decreased demand for lumber from the prairie provinces acounts for the unemployed lumbermen and unskilled labourers. No case of real want has yet been reported because of the unemployed and no special effort is being made to furnish work for the unemployed by either corporations or municipalities, and the concensus of opinion seems to be that with the opening of spirng sufficient work will be afforded for the majority of the unemployed here, but that further immigration of labour to this district at present, under existing conditions, would be injurious to both the community and the new arrivals, for sometime to come at least.

A company has been formed at Creston, B. C., for the construction and installation of a system of electric lighting and telephones for the town and fruit farms adjacent. Twenty miles of phone line and about 100 phones are reported as installed.

At a largely attended meeting of lumbermen held at Vancouver, B. C., recently, at which the lumber industry of the interior of British Columbia, as of the coast, was represented, it was reported that a substantial reduction in prices of lumber and shingles was decided upon.

The published report of the Nelson city engineer for 1907 as to the building permits reads as follows:—There have been issued throughout the year, within the fire limits, one permit for brick building, costing $1,800 and eighteen permits for alterations, costing $3,250. Outside the fire limits, 11 permits have been issued comprising new buildings and repairs, costing $91,129, and making a total value of $95,179.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was about in the same condition as last month. There were a large number of idle men in this city and district, with no prospect of employment for some time to come, although the general opinion is that when the spring opens, all surplus labour will be absorbed.

The year 1907 was an exceptionally busy one, it being estimated that 300 new houses were erected in this city during the year, while the increase in population is placed at 1,500, making the population of the city at the present time 11,000. In spite of the large number of new buildings erected there is at the present time a scarcity of houses to rent, and as much building as possible is being carried on at the present time, the outlook for 1908 being even brighter than for the past year. Many new streets have been opened up and new sidewalks added; extensions have also been made in the sewer service over a large area of the city. A large addition has been made to the central school, and an up to date heating plant added. Among the more important industries added during the year were the wooden pipe works, and the glass factory; some large business blocks and an up-to-date hotel have been erected, large additions have been made to many of the wharves along the water front, the various districts adjoining this city, viz., Burnaby, Coquitlam, Delta, Langley, Maple Ridge Dewdney, Matsqui and Sumas, have all shared in the general prosperity of the past year, many new settlers having made their homes in these districts. The outlook for the present year is very favourable.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculture is rather quiet at present although considerable improvements are being made by many of the farmers in the way of clearing more land, it being possible to get labour at a low rate owing to the crowded condition of the labour market.

The following are current market quotations.

Beef hind qrs		7½ to 8½ cts per lb.
Beef	Fore	5½ to 6½ cts per lb.
Lamb	"	13 cts per lb.
Veal	"	10½ to 11½ cts per lb.
Pork	"	8 to 9 cts per lb.
Fowl	"	$9 to $10.00 per dozen.
Ducks	"	$9 to $10.00 per dozen.
Geese	"	$1 to $1.25 each.
Eggs	"	40 cent per dozen.
Butter	"	35 to 40 cents per lb.
Potatoes	"	$18 to $20.00 per ton.
Apples	"	$1.00 to $1.75 per box.

Lumbering.—The lumbering industry is quiet at present, and the fact is being taken advantage of by the different companies in having considerable improvements and additions made to plants, in anticipation of the spring and summer trade. It is estimated that 317,000,000 feet of lumber were sold by the coast mills last year, and on the coast it is estimated that 50,000,000 was taken from Dominion lands. The stock on hand at the beginning of the year was 100,000,000, ft., and the actual scale of logs was 407,065,223 or a total of 507,065,223 feet. There is about 160,000,000, feet of logs scattered in the various rivers and 80,000,000, feet of lumber in the yards. The total unsold is 240,000,000, feet. This subtracted from 507,065,223 feet cut and on hand, leaves a balance of sold lumber on the coast of 267,065,223 feet. The managers of the different mills are confident that the present year will prove to be equally as good as the year 1907.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and decorators and builder's labourers were dull. Plumbers were quiet.

Metal and engineering.—Iron moulders, iron workers, machinists, engineers, electrical workers, blacksmiths and boilermakers were dull,

Woodworking.—Woodworkers, carriage and wagon workers were quiet. Car

builders (electric) were active, but shingle weavers were dull.

Printing.—Printers, pressmen and bookbinders were active.

Clothing. — Journeymen tailors, boot and shoe workers were active.

Food and tobacco preparation.—Butchers and meat cutters, bakers and confectioners were active and cigar and tobacco workers dull.

Leather.—Tanners and curriers were active.

Miscellaneous.—Clerks and stenographers, and laundry workers were dull.

Transport.—Steamboatmen, street railway employees, teamsters and expressmen were active.

Unskilled labour.—Very dull conditions prevailed.

VANCOUVER, B. C., AND DISTRICT.

Mr. G. Bartley, correspondent, reported as follows;—

GENERAL CONDITION OF THE LABOUR MARKET.

Bank clearings for the week ending January 23rd amounted to $3,303,346. In 1907, for the corresponding week, the figures were $2,771,444, while for 1906 the total was $1,759,323.

Business in all lines remained stationary during the month, very few changes in the markets being reported. Lemons and Japanese oranges dropped in price, but onions and turpentine rose.

The percentage of earnings paid by the B. C. Electric Railway Company to the city for last year amounted to $16,300. The net earnings for the year were $500,000.

The sixty-day test of the city incinderator proved that 50 tons of garbage could be consumed at a cost of 45 cents a ton. As high as 60 tons were disposed of in one day.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The figures for the pack of salmon for 1907 have just been given out by the Fraser River Packers' Association for the whole of the provincial coast, as follows: Sockeyes, 314,074 cases; red springs, 23,159; white springs, 2,959; pinks and chums, 113,704; cohoes, 87,900; steelheads, 683; making a grand total of 547,459 cases. Of this total, the Fraser River pack was made up as follows: Sockeyes, 59,815 cases; red springs, 3,448; white springs, 557; pinks and chums, 68,530; cohoes, 3,576; total, 163,116 cases. In 1886, the lowest previously recorded year on the Fraser, the sockeye pack was 183,007 cases. Preparations on a small scale for the Fraser river during the coming season are being made.

Lumbering.—A petition to the Legislature was circulated amongst handloggers praying for a reconsideration of the recent decision not to issue any more hand-loggers' licenses. The B. C. Lumbermen's Association held a conference on the 23rd and 24th.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions were very dull. Of 2,000 carpenters resident in the city, about 1,500 were reported to be idle. The lathers number about 55, half of whom were out of work. The plumbers reported 50 with 15 seeking employment. Seventy-five out of 100 electricians were unemployed. The bricklayers state that 98 per cent of their number, which is 150, were not working, and that several arrived from the Prairies and the States. The regular scale of wages is $5.00 for eight hours, yet it was further stated, cases were reported where strangers worked for $2.00. The iron structural workers, which were chiefly employed on the post office and Bank of Commerce buildings, now in course of erection, stated that 75 per cent of their number were idle. Stonecutters and granite men, (75) and soft stone men, (40) reported that two-thirds of the men were out of work.

Metal, engineering and shipbuilding.—About one-third of the 100 moulders were idle. Sheet metal workers, 80 all told, were fairly employed, but idle men were reported. Inactivity was the rule in the other branches.

Woodworking and furnishing.—Conditions were very inactive, and prospects uncertain.

Printing.—The condition of the printing trade was not up to the standard of December, and was considered as the dullest in ten years. Every job office in the city reduced its staffs.

Clothing.—Journeymen tailors worked short time. The clothing trades are always in keen competition with the Chinese and Japanese concerns.

Food and tobacco preparation.—The bakers, 60 in number, reported trade very dull, there being no demand for cakes, and the working people in general baking their own bread. Butchers were well employed. The P. Burns Co., and the B. C. Meat Market Co., control the meat business, and the prices remained unchanged. Australian is about the only mutton brought to the city; 157,000 carcasses were received by P. Burns & Co. Cigar-makers report 60 out of the 75 men as idle. Kurtz's cigar factory, the largest concern here, laid off all its men on the 24th inst., the cause being over-production. The outlook is gloomy.

Leather.—Saddlers and harness-makers had a fair month, 20 men out of the 25 being at work. The prospects are that in the near future the majority of the men will be laid off.

Miscellaneous.—Hotel and restaurant employees, laundry workers and barbers were fairly well employed, but the latter reported a number out of work. Clerks, salesmen, stenographers, and those following light occupations were much in excess of the demand,

Transport.—At the offices of the street railway company signs were posted that no men were wanted. Large numbers of men daily apply for work. Railway employees worked short time. There was no demand for construction employees. Expressmen and teamsters were inactive. Men engaged in navigation were fairly well employed, but stevedores largely exceeded the demand.

Unskilled.—An exceedingly large number were out of employment.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in Victoria during January was less active than last month, and it is estimated that there are at least 500 unemployed people in the city, owing to work in the building trades having fallen off in the winter months. Members of the Carpenters Union state that there at least 150 of their men out of work, about one-third are new arrivals. Some of the hands employed in the mills have been laid off, and while none of the industries have shut down, they are running with reduced forces. It is expected that this condition will improve in the spring. All the iron-working establishments are working an eight-hour day instead of nine, this is the usual practice during the winter months. In the molding shops wages have been cut 25 cents per man. The cut will affect about 25 moulders and helpers. The wholesale and retail trade is in fair condition through not so brisk as before Christmas.

The Inland Revenue returns, which reflects the general increase of trade, were $222,350.58, compared with $187,451.86, in 1906, an increase of $34,898.72, or 20%.

The year just closed was one of the most prosperous for many years so far as building operations were concerned. The aggregate value of all buildings erected during the past twelve months, together with the amount spent in alterations and improvements was approximately $1,552,945, being $273,325.00 in excess of the heaviest previous year 1891, when the aggregate totalled $1,279,620.

The Customs receipts for 1907 were greatly in excess of those of the past few years, being nearly 100% greater than in 1905 and over 60% greater than in 1906. During the year just closed the total collections amounted to $1,384,009.30, as compared with $873,226.41

in 1906, and $728,535.36 in 1905, an advance of $655,473.94, over the latter year, and $500,772.39 over the former. The largest month's collection was made in October, when the total receipts amounted to $158,185.88 and the smallest collection was made in February, when the total amounted to $62,203.52.

During the year just closed 450 Chinese, who paid the head-tax of $500, entered at this port as compared with less than 30 that entered in previous year, the high wages paid for labourers being the attraction. The following table shows for each month the number who had paid the head-tax and the number of returns, outward passages and lapses.

Year.	Head tax.	Returns.	Outward	Lapses.
January, 1907	.....	34	37	8
February	3	30	10	8
March	.....	5	23	9
April	26	56	16	14
May	.....	1	32	14
June	66	241	29	7
July	36	104	27	13
August	61	162	46	5
September	54	122	140	11
October	96	57	694	45
November	67	41	315	15
December	41	27	129	13
Totals	450	870	1,498	159

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The Shawnigan Lake Lumber Company's mill at Shawnigan Lake, situated near Victoria, which was closed down for six weeks for repairs has has started up again, The lumber industry on Vancouver Island seems to be thriving, and a new mill is to be erected at Kennedy Lake, on the west coast, Another new mill will be erected on Salt Spring Island in the spring. This plant will have a capacity of about 25,000 feet per day, and give employment to about 30 or 40 workpeople.

Mining.—A large coal deposit has been discovered at North Saanich, 20 miles from Victoria. It is reported that a seam 3 feet in thickness has been found. The overhauling of the Tyee smelter at Ladysmith is now underway, and within a short time work will be blown in again and commenced. Ore is being steadily received at the works, so that when the company starts its smelter again it will have a good supply of ore on hand to begin with.

The following tabular statement prepared by provincial mineralogist, shows the approximate total mineral production of British Columbia for 1907.

TROY, OZS.

	Quantity	Value.	
Placer Gold		$ 700,000	
Lode gold	199,770	4,129,246	
Silver	2,940,190	1,852,320	
	Lbs Avoir.		
Copper	38,392,264	$ 7,678,453	
Lead	48,309,660	2,318,864	
Bldgmst, etc		1,200,000	$ 17,878,883
	Tons 2240 lbs		
Coal	1,856,600	$ 6,498,100	
Coke	227,000	1,362,000	$ 7,860,100
Grand total			$25,738,983

CONDITION OF PARTICULAR TRADES.

Building.—While dullness is the rule in the building trades and many men are out of employment, it is expected that when spring opens up much of the surplus labour will find steady employment, as it is reported that next season will see a large number of new buildings erected.

Metal, engineering and shipbuilding.—All moulders, excepting stove moulders, were working on a reduced wage of $3.75 per day, and a number of moulders were out of employment. Machinists were fairly busy, but were working only eight hours per day during the winter months. Stove moulders and mounters were kept busy. Boilermakers and iron shipbuilders had steady work at the different yards, mostly on repair work on vessels. Wooden shipbuilders employed at Messrs. Turpels' and Watsons' yards were busy. The latter firm is the only one paying the union wage of $4.00 for eight hours. At one of the yards, some scows are being built for the Government dredge, and a new freighter.

Woodworking and furnishing.—Woodworkers, upholsterers, and polishers were busy, but a number of men were out of employment. Pattern makers were steadily employed, and carriage and wagon makers had fairly regular employment.

Printing.—The printing and bookbinding trades found work plentiful, and it is expected to continue so until the close of the local legislature.

Clothing.—The tailoring business was not quite so brisk as it was a month ago, though not much complaint was heard. The garment workers employed at the two factories here were kept fairly well employed.

Food and tobacco preparation.—Bakers and butchers found very little falling off in the volume of trade, but cigar-makers feel that trade has lessened somewhat since the commencement of the new year.

Unskilled.—There were many unskilled labourers out of work, but it is expected that the city council will be able to give employment to a number very shortly on the laying down of the new block pavement and other municipal improvement work about to be taken up.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows;—

GENERAL CONDITION OF THE LABOUR MARKET.

The tendency of the labour market in this district during January has been downward, the number of unemployed increasing daily, with few signs of improvement for some time to come. Business men reported that they were feeling the general stagnation. There have been no changes in hours of labour or rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Herring fishing was in full progress, the companies engaged in it making good catches. It is expected that more fish than ever before will be handled. The whaling station on the inside waters near this city is meeting with success. It is expected that the station on the west coast will soon resume operations.

Lumbering.—Trade was very quiet, there being very little employment in the woods and among the sawmills. The local sawmill is working, but is employing very few white men.

Mining.—The coal mining industry is feeling the depression. About 300 men have been laid off at Nanaimo, and the rest are not getting full time. At the other mines in the district work is slack, and there are a large number of men looking for employment.

Railway construction.—There is not much work on the railroad as yet. The contract for the first 12 miles has just been let, and it is expected that work will be commenced about the beginning of next month.

CONDITION OF PARTICULAR TRADES.

Building.—Work was dull.

Metal.—Machinists and engineers, blacksmiths and carriage makers were quiet.

Printing.—Printers were quiet.

Transport.—Teamsters and expressmen were active.

Unskilled labour was very dull, there being a large and increasing number of idle men in the district.

ORIENTAL IMMIGRATION—STATEMENT TO PARLIAMENT BY MINISTER OF LABOUR—EFFECTIVE RESTRICTION MEASURES PROMISED BY JAPAN.

THE Honourable Rodolphe Lemieux, Minister of Labour, who had been, as stated in previous issues of the *Labour Gazette*, appointed envoy to Japan to discuss with the Japanese Government the question of Japanese immigration to Canada, arrived back at Ottawa on January 10. The arrangement made with Japan for the restriction of Japanese immigration to Canada was accepted by the Dominion Government, and the Minister made a statement before the House of Commons on Monday, January 21, with regard to the negotiations and their outcome.

The Minister first read the Order-in Council of October 12, relating to his appointment, as follows:—

"The Rt. Hon. Sir Wilfrid Laurier recommends that in view of the recent unfortunate occurrences which have taken place in British Columbia, as a result of the largely increased influx of oriental labourers into that province, and in view of the fact that there has been a treaty of Peace and Commerce between His Majesty the King and the Emperor of Japan since the year 1894, and that Canada became a party to that treaty less than two years ago, the Hon. Rodolphe Lemieux, Postmaster-General and Minister of Labour, do proceed immediately to Japan to discuss the situation with His Majesty's ambassador at Tokio and the Japanese authorities, with the object by friendly means of preventing the recurrence of such causes as might disturb the happy relations which have under the said treaty, existed between the subjects of His Majesty the King in Canada and elsewhere and the subjects of His Majesty the Emperor of Japan."

The Minister referred to the Commission of 1884 appointed to inquire into the question of Oriental immigration, and to the head tax of $50 imposed in 1885 by the Government of the day, as a result of the recommendations of that Commission, on the Chinese entering Canada. This tax was doubled in 1900, and in the same year, since the agitation against Asiatic labour continued, a second Commission was appointed, which recommended as follows:—

"Your commissioners are of opinion that the further immigration of Chinese labourers into Canada ought to be prohibited;

"That the most desirable and effective means of attaining this end is by treaty supported by suitable legislation;

"That in the meantime, and until this can be obtained, the capitation tax should be raised to $500."

As a result of these recommendations, the capitation tax was increased to $500.

With regard to Japanese immigration to Canada, the Minister stated that there was no doubt there existed, at the time the enquiry under the second Commission was in progress (1900), a tacit understanding between the Japanese authorities and the Dominion Government that the flow of immigration from Japan would be regulated by the Governor of the several prefectures as not to exceed a reasonable figure. The Minister touched briefly on the political and social revolutions which had marked the progress of Japan in recent years, and then considered the relations of Canada to the treaty of 1894 between Great Britain and Japan. The correspondence relating to the tacit understanding said by the Minister to exist with Japan concerning the regulation of Japanese immigration to Canada was then dealt with at considerable length. Coming to the negotiations on the present occasion, the Minister stated that he reached Tokio on November 14, and immediately called at the British Embassy. The British Ambassador, Sir Claude Macdonald, had been directed by the Foreign Office in London to present the credentials of the Minister of Labour to His Excellency Count Hayashi, Minister of Foreign Affairs for Japan, which had been done. It was agreed that for negotiations, the two countries should be represented as follows: Japan, by His Excellency Count Hayashi, Minister of Foreign Affairs;

Baron Chinda, Vice-Minister of Foreign Affairs, and Mr. Ishii, Director of the Bureau of Commerce; Canada, by His Excellency Sir Claude Macdonald, British Ambassador; the Hon. F. O. Lindley, Secretary of the British Embassy; the Minister of Labour, and Mr. Joseph Pope, Under Secretary of State for Canada. The Minister took occasion here to express the obligations of Canada to the British Ambassador at Tokio in connection with these negotiations. The Ambassador had been present at every conference, and had spared no effort to bring the negotiations to a speedy and successful issue. From Mr. Lindley and Mr. Pope, the Minister had, he said, all the assistance which a long experience and thorough knowledge of the various points at issue could give, From the Japanese authorities, and more especially from the Minister of Foreign Affairs, the Minister had received the most courteous hearing, and had found in Count Hayashi a true friend of Canada and of Great Britain, animated with a sincere desire to reach such an arrangement as would be mutually beneficial and equally honourable to both countries.

Official Assurance of Japan.

The Minister was not, he said, at liberty to divulge the proceedings at conferences or the contents of documents of a confidential nature, but the written assurances he had received from the Minister of Foreign Affairs for Japan, that Japan would in the future restrict her emigration to Canada, was, he said, the best evidence that the new arrangement is now on a satisfactory and permanent basis. The written assurance in question read as follows:—

Tokio, December 23, 1907.

Monsieur le Ministre,—

In reply to your note of even date, I have the honour to state that although the existing treaty between Japan and Canada absolutely guarantees to Japanese subjects full liberty to enter, travel and reside in any part of the Dominion of Canada, yet it is not the intention of the Imperial government to insist upon the complete enjoyment of the rights and privileges guaranteed by those stipulations when that would involve disregard of special conditions which may prevail in Canada from time to time.

Acting in this spirit and having particular regard to circumstances of recent occurrence in British Columbia, the Imperial government have decided to take efficient means to restrict emigration to Canada. In carrying out this purpose, the Imperial government, in pursuance of the policy above stated, will give careful consideration to local conditions prevailing in Canada, with a view to meeting the desires of the government of the Dominion as far as is compatible with the spirit of the treaty and the dignity of the state.

Although, as stated in the note under reply, it was not possible for me to acquiesce in all of the proposals made by you on behalf of the Canadian government, I trust that you will find in the statement herein made, proof of the earnest desire of the Imperial government to promote by every means within their power, the growth and stability of the cordial and mutually beneficial relations which exist between our countries. I venture to believe, also, that this desirable result will be found to have been materially advanced by the full exchange of views which has taken place between us, and it gives me special pleasure to acknowledge the obligation under which I have been placed by your frank and considerate explanations regarding the attitude and wishes of your government.

I avail myself, &c., &c.,

(Sgd.) TADASU HAYASHI.

The Honourable Rodolphe Lemieux,
Postmaster-General and Minister of Labour for Canada, Tokio.

The Minister stated his view that in this letter the Minister of Foreign Affairs for Japan gave Canada the official assurance that the Imperial government had decided to take efficient means to restrict emigration from Japan. During the conferences on the subject, a series of most stringent regulations, accompanied by instructions addressed to the

local governors and to the consuls of Canada, had been adopted. The Minister assured the House that the British Ambassador and himself were satisfied that these regulations were sufficient for the purpose, and that they would be honestly enforced by the Foreign Office at Tokio. As a result of the negotiations, the Minister stated, all emigration of contract labourers, artisans included, is now prohibited—unless they come at the request of the Canadian Government. This meant, the Minister explained, that hereafter such companies as the Canadian Nippon Supply Company would be unable to co-operate with the emigration companies of Japan in sending labour under contract to this country. *Bona fide* students, merchants and tourists from Japan would, as before, continue to enjoy freedom of entrance into the Dominion.

Emigration from Hawaii.

As regards immigration from Hawaii, the Minister stated, the question was settled. The Japanese Government admitted they had no jurisdiction and no control over emigrants from Honolulu to Canada, but the Alien Labour Act of Canada provided against the importation of contract labour from the United States. Hawaii was an American possession, and therefore the Act applied. If its provisions were not found sufficient to meet all requirements, they could be amended accordingly. It ought not to be necessary, the Minister explained, to amend the Alien Labour Act in view of a recent Order-in-Council prohibiting immigrants from landing or coming into Canada unless they come from the country of their birth or citizenship by a continuous journey and on through tickets purchased before leaving the country of their birth or citizenship. (*). This regulation applies to Atlantic and Pacific ports, and indiscriminately to all countries. The Order-in-Council would prevent Hindus coming from Hong-Kong and Shanghai to Canada, or Japanese coming from the Hawaiian Islands to Canada. With the avenue from Japan carefully regulated and the avenue from Hawaii completely closed, the Minister could, he said, announce that all features of the question of Oriental immigration that could give rise to future trouble had been eliminated. Concerning the propaganda of certain immigration companies operating in Japan, the Minister of Foreign Affairs for Japan had informed him officially at his last interview, and had authorized him to state before the Canadian Parliament, that he (Count Hayashi) had practically suppressed emigration companies in Japan. There were seventeen of these companies. The deposit required by the Government had been increased so much that three only of them had been able to continue. Count Hayashi had stated to a deputation of shareholders of those companies that in future as between high diplomatic interests and those of emigrants, the latter would yield. The Count had further stated to the Minister that the three emigration companies remaining in Japan were especially subsidized to invite emigrants not to the United States and Canada, but to Manchuria and Korea, and in future they would be prevented by special regulations from carrying on any work of emigration to Canada and the United States.

The dignified assurance given by Count Hayashi on behalf of his government, was, said the Minister, a solemn engagement which Canada is bound to accept in good faith. The fact that it was given of her own free will made it the more binding to Japan.

The question of Oriental immigration to Canada was further debated on Monday, January 28, on an amendment to a motion to go into supply.

Official Statement by Count Hayashi to the Japanese Diet.

Cable despatches to the press from Tokio, under date of January 28, state that Count Hayashi, on the preceding evening, replying to interpellations in the Lower House of the Diet, spoke at length on the foreign policy of the government, including negotiations with Canada. He announced that the Canadian question had been definitely settled

and read the correspondence with Rt. Hon. Rodolphe Lemieux, the Canadian Minister of Labour, wherein Japan had agreed to restrict emigration to Canada within reasonable limits. He said that a memorandum attached thereto defined what is considered reasonable limit, but insisted that Japan had not conceded any of her treaty rights, nor had her prestige suffered. Viscount Hayashi, continuing, said it was the duty of the Central Government to conserve the interests of Japanese subjects resident in other countries by preventing a further exodus of their countrymen, which might be prejudicial to those already residing abroad, and the restrictions therefore would be extremely rigid.

ORIENTAL IMMIGRATION—REPORT OF ENQUIRY UNDER COMMISSION BY THE DEPUTY MINISTER OF LABOUR.

THE first portion of the report of Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, of his enquiry under a Royal Commission, dated November 5, 1907, into the methods by which Oriental labourers have been induced to come to Canada within the past year, was laid on the table of the House of Commons on January 20. The report, which consists of 55 printed pages, relates exclusively to immigration from Japan, the Commissioner intimating in the introduction his intention, for the purpose of furthering an undertaking of the problem involved, to divide the report into three parts, dealing respectively with the immigration from Japan, India and China.

Sittings of the Commission were held continuously from November 11 until November 30, during which time there were examined 101 witnesses, including 27 Japanese, 15 Hindus, 35 Chinese and 24 other persons.

The direct examination of the witnesses was conducted by the Commissioner, the witnesses being also examined by counsel for the government of British Columbia and counsel for the City of Vancouver, who were accorded the right of questioning all witnesses and of having any persons called whom they desired to have appear before the Commission.

The Commissioner shows in the first place the extent of the immigration from the beginning of the past year to the end of the month of October. This is set forth effectively in a tabular statement, commenting on which the Commissioner remarks: "It will be seen that during the ten months ending October, 1907, the steamships of the Pacific brought to our shores in all 11,440 Orientals, of whom 8,125 were Japanese, 2,047 Hindus and 1,266 Chinese. These are the totals. They embrace all who were brought, including such as were not allowed to land, some who were subsequently deported, some who were former residents, and those who came via Canada and gained admission later into the United States. These totals are, of course, greatly in excess of the number of actual immigrants and should not be confounded with them."

The first of the eight chapters of which the report, other than the introduction, consists, is devoted to an explanation of the regulation of emigration in Japan, showing the elaborate system of investigation pursued, whereby the Government of the country secures a record of every individual in the empire, and the control exercised over the citizens of Japan with respect to emigration, the effect of which is that without permission from the Foreign Office none can obtain a passport, and without a passport no one can emigrate.

In the second chapter, the Commissioner discusses the immigration during years prior to 1907. He shows that the total immigrant Japanese population at the taking of the Dominion census in 1901 was 4,674, of which number 4,515 were in British Columbia. The branches of the Dominion Immigration Department at Vancouver and Victoria were not opened until July, 1904, and there are no statistical records from January, 1901, to July, 1904; there was, however, suffi-

cient ground for believing the number of Japanese immigrants during that period to have been small.

During the fiscal year 1905-6, there were, including new arrivals and returning immigrants, 1,922 immigrants in all, and during the nine months (July to March) of the fiscal year 1906-7, 2,042, of this latter number, 607 came during the months of January to March inclusive, which would leave 1,435 for the last six months of 1906. On this basis, the Commissioner expresses his conviction that the total number of Japanese in British Columbia at the beginning of 1907 would have been about 7,500.

Analysis of Japanese Immigration in 1907.

In Chapter III, the Commissioner discusses the Japanese immigration of 1907, and sets forth the results of his analysis of the arrivals of Japanese at Canadian ports during the ten months ending October, 1907, in a table, showing the sources from whence the immigrants have come and the classes to which they respectively belong, as follows:—

CLASSIFICATION OF JAPANESE ARRIVALS AT CANADIAN PORTS DURING THE TEN MONTHS ENDING OCTOBER, 1907.

Total arrivals, 8,125.

- (i) rejected 77
- (ii) admitted to United States 3,619
- (iii) remaining in Canada 4,429

  - (i) from Hawaiian Islands .. 2,779
  - (ii) from Mexico 9
  - (iii) from Japan direct 1,641

    - (i) under agreements with Tokio Emigration Company 900
    - (ii) immigrants to United States rejected by United States officers and allowed to remain in Canada 151
    - (iii) persons formerly resident in Canada (approx) 300
    - (iv) other classes 290

      - (i) merchants, officers, students and travellers (approx) 100
      - (ii) relatives or friends of Japanese in Canada, admitted on certificates of Japanese Consul (approx) 190

The Commissioner refers in Chapter IV to the manner in which the Japanese settled in British Columbia are usually occupied, quoting on this point the report of the Royal Commission of 1902 on Oriental Immigration, the point of the quotation being to show that but a very small proportion of the number of men employed on the C. P. R. in British Columbia at that time consisted of Japanese, not more, in fact, than about 300 out of 5,000 on the whole division. During 1907, the Commissioner states, the number of Japanese employed under contract for the C. P. R. was 1,130. "It is in the employment of Japanese labourers on railway work," says the Commissioner, "that we find the beginning of what has led to the importation of most of the labourers who have been brought to Canada by the Canadian Nippon Supply Company." The Commissioner explains the methods formerly used by American railways to secure Japanese labour, and refers to Mr. S. Gotoh, the Japanese contractor for labour, who had made agreements to supply labour to various American railways, and had in 1901 secured a connection with the C.P.R., along the same lines, on account of which he opened an office in Vancouver.

Organization of the Canadian Nippon Supply Company.

Mr. Gotoh found it more difficult to procure Japanese labour in Canada than in the United States. His difficulty in filling the contract with the C. P. R., led to the organization, in December, 1906, of a corporation known as the Canadian Nippon Supply Company. In the testimony given before the Commission, by members of the corporation, there

was, says the Commissioner, "a curious indifference and lack of knowledge in regard to the nature and extent of its company's transactions on the part of its principal officers, even to their own connection with its affairs. At the same time, it was clear that the purposes of the Company were twofold—to furnish labour to companies and contractors on the one hand, which part of the work was to be under the direction of Mr. Gotoh, and to furnish supplies to the labour, which point was to be under Mr. Yoshi's direction."

Other evidence showed the connection existing between Japanese emigration companies and the Canadian Nippon Supply Company. The Commissioner, finding it necessary to examine personally the books and records of the Company, in question, was given every assistance by Messrs. Yoshi and Gotoh. Mr. Yoshi, before becoming connected with the Company, had been Japanese Consul at Vancouver, and the Commissioner remarks:

"Both Mr. Yoshi and Mr. Gotoh appear to have carefully considered the probable future of the new venture before Mr. Yoshi's connection with the Japanese Consulate at Vancouver was severed. In particular, they negotiated with different parties as to their willingness to employ Japanese labour, and to make them sole contractors in the event of their finding it possible to furnish this labour under contract in the quantities desired. Through Mr. Gotoh's connection with the Canadian Pacific Railway, the new company once started, had a contract sufficiently large to ensure its continued existence. Negotiations had also been commenced with Mr. James Dunsmuir, the president of the Wellington Colliery Company, for the supply of miners from Japan, and had been so successfully conducted that before its incorporation, the new concern had also the assurance of a contract with that company. There seemed, to, bright prospects of a contract at some future day with the Grand Trunk Pacific Railway Company."

In connection with the last named railway, the following letter was received by Mr. Gotoh from the late E. G. Russell, the then agent of the G. T. P., in the west:—

GRAND TRUNK PACIFIC RAILWAY,
Vancouver, B. C., December 10, 1906.

Mr. S. Gotoh,
Japanese,
Vancouver, B. C.

Dear Sir,—Making reply to your verbal inquiry of recent date upon the subject of Japanese labour for general and railway work in Northern British Columbia, I would say 5,000 men will undoubtedly be required, should they apply in reasonable numbers, and there is no doubt that all such men can secure a remuneration of $1.50 per day.

There would not be any difficulty in securing 5,000 acres of land in British Columbia for cultivation at not to exceed $12 per acre and upon reasonable terms, but not for speculation.

There could not be any objection to giving an exclusive right to supply Japanese labour required, so far as was legal, so soon as a company demonstrated its ability to perform such an undertaking, and so long as good labour and acceptable citizens in numbers required were furnished, and that you could control their actions as law-abiding people or remove them, and everything was done as required.

Yours truly,

(Signed) E. G. RUSSELL.

Company's Negotiations in Japan.

The Commissioner continues:—Mr. Gotoh's experience in connection with the supplying of Japanese labour has taught him that labour of this class could not be obtained in sufficient quantities in Canada; that if the contracts for which the new company had assurances, as well as those of which it had hopes, were to be carried out, labour would have to be brought to Canada from Japan. What grounds Mr. Yoshi and Mr. Gotoh had for believing that they would be able to secure this labour from Japan in view of the known policy of the Japanese government to restrict the number of emigrants to Canada, is

something on which the evidence taken before the commission throws but little light. The facts are that when the Canadian Nippon Supply Company was formed a policy of restriction was in existence. It was the first obstacle the company encountered when it commenced negotiations in Japan for the sending out of labourers to this country. Both Mr. Gotoh and Mr. Yoshi visited Japan after the company was formed, and it was while they were there that a new exception was added to the all but general prohibition which had hitherto prevailed. This exception was that thereafter emigration companies were to be allowed to send labourers under contract to Canada; to appearances, the change was effected at the instance of the emigration companies in Japan.

Whether this change was the result of such representations as were made to the Japanese government through the emigration companies, assisted, in so far as they might be of service in that connection, by Mr. Yoshi and Mr. Gotoh; or whether it was the carrying out of a new policy on the part of the Foreign Office in Japan, of which Mr. Yoshi and Mr. Gotoh, or either of them, may have had some knowledge at the time they were negotiating for the supply of Japanese labour in large quantities for with companies in this country, it is impossible to say. There appear to be grounds for either belief. It is scarcely to be credited that two such experienced persons would have embarked upon an enterprise, the success of which depended upon their being able to secure Japanese labour from Japan, without a very substantial belief in their ability to secure this labour. On the other hand, it is to be remembered that they were not without powerful Canadian interests behind them when they went to Japan, that they had in their possession documents which indicated the need and the desire for Japanese labour in this country, that they were able to afford assurances that for this labour employment would be immediately forthcoming, and that they were in a position to conjure with names which, to the statesmen of Japan, would not be without significance or weight. In justice to Japan and to the prejudice which has been aroused against her people in some quarters, in consequence of the sudden influx of her countrymen in large numbers to Canada, it is not to be forgotten that in the regulations, which were issued about April of the present year, the exception permitting emigration companies to send labourers to Canada was made conditional upon the agreements with responsible employers of labour in this country; the ***bona fides*** of which agreements the Japanese Government required should be certified to by the Consul resident in Canada". The Commissioner narrates at some length, giving numerous extracts from pertinent evidence, the negotiations conducted in Japan by the directors of the Canadian Nippon Supply Company.

An arrangement was concluded with the Tokio Emigration Company whereby the latter company should send out labour into Canada. A branch of the Canadian Nippon Supply Company was opened at Yokohama to facilitate dealings with merchants and others in Japan. All difficulties were finally overcome, and on May 15th. 1907 the first shipment of Japanese sent out by the Tokio Emigration Company to the Canadian Nippon Supply Company, left Yokohama by the Kagi Maru. The dates of the various consignments, and the number of emigrants in each case is set forth in the report, together with the dates of their arrivals in Canada, and the proportion of labour described as "common" and that denoted as "miners". The number of consignments was 15, and the total number of immigrants comprised in these was 856 of which 135 were classed as miners.

The report contains a carefully classified statement, prepared by the Commissioner from documents in the possession of the Canadian Nippon Supply Company, showing the number of labourers in the employ of the Company during October 1907, also the place of residence of these employees immediately prior to their engagement with the Company. "Now from the above classification it will be seen", says the Com-

nissioner, "that the Canadian Nippon Supply Company was supplying under contract, at the end of the month of October, 1,468 labourers, most of whom were employed on the Canadian Pacific Railway, 871 of these labourers had come out direct from Japan, being the number of those sent out by the Tokio Emigration Company to whom employment had been given up to the 23rd of the month; 139 were from the number of those Japanese who came to Canada from Hawaii, 6 were from the United States, 156 had been residents of Canada. Of 296 the former place of residence was unknown.

Nippon Supply Company's Contracts.

The contract which Mr. Gotoh had made to supply labour to the Canadian Pacific Railway Company was transferred to the Canadian Nippon Supply Company on the formation of that corporation. On June 1907 a new agreement was executed between the Canadian Pacific Railway Company and the Nippon Supply Company which was for five years, to June 1, 1912. "The methods of the Canadian Nippon Supply Company in handling labourers are described at considerable length in the report, the Commissioner declaring that with the labourers in its employ the Company appears to have been fair and just, and the charges made for its services, all things considered, appear to have been entirely reasonable." With the exception of the rates of wages specified it was, so Mr. Gotoh explained, the same to all intents and purposes as previous contracts. The wages to be paid under the new agreement were $1.35 to $1.50 per day to men working on section gangs and $1.65 per day of 10 hours to men working on extra gangs.

On April 15, 1907, Mr. F. F. Busteed, General Superintendent of the C. P. R. Pacific Division, wrote Mr. Gotoh that he would say the number required per annum would be between 500 and 2,000.

"The agreement with the Wellington Colliery Company", says the Commissioner," is dated the 31st January and is for 5 years. It calls for the supplying of 500 Japanese coal miners within 6 months after the date of execution, and in addition to this number 25 common labourers, 6 moulders, 6 machinists and 2 carpenters. The scale of wages for common labourers is fixed at from $1.35 to $1.55 per day, and for miners as well as the other classes of skilled labour at from $1.50 to $1.90 per day, the hours to be 8 underground and 10 when working above ground. After each miner has worked in the mine one month the Supply Company is to receive in full for its services the sum of $5 for every miner supplied. It is provided that in the event of a strike taking place the Supply Company shall use its best endeavours to prevent its miners from joining the same, and if any of such miners shall strike the Colliery Company shall be at liberty to wholly determine this contract forthwith or to cease from further employing any such strikers or at any time.

"Mr. Gotoh stated that though 135 miners had come out to work under this agreement he had been unable to supply more than 40, as the men when they landed on this side of the Pacific declared that they preferred to work on the railways and he had no way of compelling them to go into the mines. Not having been able to fulfil the conditions of the contract he had cancelled it. He was no longer supplying miners at the time his testimony was given.

"These are the only contracts, the duplicates of which appear to have been sent to Japan."

The Grand Trunk Pacific and the Influx.

In Chapter V the Commissioner deals with the alleged connection of the Grand Trunk Pacific Railway Company with the influx of immigrants from Japan. The commissioner had been given to understand at the commencement of the enquiry that an investigation would show this Company to be largely responsible for the influx. With the exception, however, of the letter from the late Mr. Russell, quoted above, the Commissioner had not found after a careful enquiry anything indi-

cating any intention on the part of the Company named to enter into an agreement for the importance of Japanese labourers.

"It was shown", says the Commissioner, "that several attempts had been made both by the Nippon Supply Company and other persons to secure contracts from the Grand Trunk Pacific Company for the supply of labour on its work of construction, but that all had failed as already mentioned. Mr. Gotoh admitted quite frankly that he had understood Mr. Russell's letter was not an agreement or an undertaking, but that he had tried to make use of it in Japan to convey the impression that it was a genuine agreement, in order that he might be the better able to secure the labour which he desired from that country. The Japanese Government, however, had made independent inquiries through its consul, Mr. Morikawa, at Vancouver, and had found out that no such contract was in existence. As late as July of the present year, the Foreign Office appears to have given public notice to the effect that no contract of the kind existed."

"The evidence appears conclusive", says the Commissioner, finally, on this point, "that in no way was the Grand Trunk Pacific Company responsible for any Oriental immigration which has taken place".

Japanese Immigration from Hawaii.

In the sixth chapter the Commissioner deals with Japanese immigration from Hawaii. After describing the nature of the organization known as the Planters' Association of Hawaii and indicating the part ascribed to it in influencing legislation in the United States on the subject, and in connection with the Asiatic Exclusion League in San Francisco, remarks, "It was suggested by one of the Japanese witnesses who gave testimony before the Commission, that the influence of the Planters' Association was not altogether inoperative in British Columbia today. Inoperative it certainly has not been, if we recognize the fact that it was in the efforts of the Planters' Association to lower the wages of the Japanese residents in Hawaii, that we find the beginning of the unrest which has led to Japanese coming in such large numbers from the Hawaiian Islands to British Columbia during the past year."

The Commissioner shows the volume of emigration from Hawaii to Canada the first ten months of 1907, the figures of which were 2,779, of which number 1,444 reached Canada during July. "It was in the summer months", says the Commissioner, "with the arrival at the port of Vancouver of the "Admiral Jaurequiberry", and especially the arrival subsequently of the "Kumeric" and "Indiana" that the citizens of Vancouver saw landing at their wharves a foreign multitude for which accommodation within its city's precincts could not be found. It was then that many of the indifferent were alarmed, and the people at large became aroused to what the possibilities of an unlimited immigration of persons from the Orient might mean. Discussing emigration from Japan to Hawaii the Commissioner says some 50,000 or 60,000 had arrived at the islands, chiefly replacing native labour on the plantations, but lately, and particularly since the war, this immigration had been restricted, and the resident Japanese had sought increased wages. This difficulty the planters sought to effect by importing Portuguese labourers. Here arose the unrest that induced the emigration of Japanese from Hawaii to Canada. The "Admiral Jaurequiberry" which brought Portuguese labourers from the Canary Islands to Hawaii was chartered by the Japanese Boarding House Keepers of Honolulu to carry Japanese from Hawaii to Vancouver, and brought to that port 241 Japanese immigrants. Dr. Munro, the medical inspector of the port, demanded under the immigration regulations, the production of $25 on the part of each immigrant, and 150 of the number, not being able to produce this sum, he was about to refuse their admission, when the Japanese Boarding House Keepers' Union of Vancouver advanced over $3,000 as a guarantee bond that the Japanese would

not become a public charge. "This was accepted by Dr. Munro." says the Commissioner, on the condition that he should be given later a statement showing that employment had been secured by these men and where they were at work". The S. S. "Kumeric" reached Vancouver shortly after with 1,189 Japanese passengers from Hawaii. In this case the Theodore Davis Company of Honolulu, which had chartered the steamer, deposited a sum sufficient to meet the requirements of the case, exacting $25 in the case of each immigrant, and this sum was sent by draft to the Vancouver agent of the charterers, who cashed it and distributed the money to the passenger. Theodore Davis wrote a letter to the Captain of the Steamer, stating that the money had been forwarded in this way so that the passengers might not gamble it away during the voyage. This letter was shown to Dr. Munro, who at the time considered the transaction genuine. "It appeared subsequently", says the Commissioner, "that the money belonged in reality to the charterers, had been put up in this way as 'show' money pure and simple, and that Mr. Maruyama, who accompanied the party, had come along to see to the getting of it back after all had been landed." As various expenses had to be met in connection with the provision of accomodation for so large a number of newcomers, Mr. Morikawa, Japanese Consul in Vancouver, secured the consent of the immigrants to his holding the money in trust till all were properly provided for, and sent an officer of the Consulate to collect the money. This procedure was however stopped by Dr. Munro, and most of the immigrants landed with the $25.00 in their pockets. The Honolulu Company which chartered this steamer, and advanced the 'show' money lost heavily on the outcome of the whole proceedings.

The Commissioners state that Canadian Nippon Supply Company did its utmost to prevent the immigration from Hawaii, realizing that a sudden influx of Japanese in large numbers would work injury to their enterprise. Mr. Morikawa, the Japanese Consul at Vancouver, also did his best by cables to the Japanese Consul at Honolulu to stem the tide of immigration, but was unable to achieve his purpose.

"It is true", says the Commissioner, closing this chapter, "that of the immigrants from Hawaii all were provided with passports, many of them passports issued by the Foreign Office of Japan during the present year, but they were passports marked for *Hawaii* or *Hawaii only*. In going to Hawaii their holders were voluntarily allowed to pass beyond the jurisdiction of Japan; in coming to Canada it seems reasonable to assume they went beyond the wishes of the authorities by whose permission they had been allowed to emigrate at all. This seems the proper view to take, but it makes plain this fact, which is of the utmost significance so far as Japanese immigration to Canada is concerned, that whatever may be the power of Japan to control the emigration from her own shores, that power may end when the territorial limit is crossed".

Other Sources of Japanese Immigration.

In Chapter VIII the Commissioner discusses briefly the immigration of Japanese from other sources than Hawaii and Japan. "In accounting," the Commissioner says, "for the 2,779 immigrants from Hawaii, the 900 sent over by the Tokio Emigration Company, the 3,619 who were destined for and admitted to the United States, and the 77 who were rejected, most of the story of the causes of Japanese immigration into British Columbia during the first ten months of 1907 is told. The numbers remaining constitute only 750, of whom it seems reasonable to allow that 300, at least, were persons formerly resident in Canada, and 100 Japanese merchants officers, students and travellers, who came in the ordinary way. Of the 9 from Mexico all that can be said is that there were that number who came from that country. There remain then to consider the 190 Japanese who obtained passports from their government on the production of certificates from the Consul in Canada, that they were relatives or friends of Japanese resident here, and

the 151 who came originally with the intention of going to the United States, were rejected by the United States officers, and allowed to remain in this country. The 190 require little in the way of explanation; the numbers are themselves the best answer that can be given to the degree of caution with which the Consuls in Canada and the Foreign Office in Japan have exercised their powers in this connection. In regard to the 151 a word or two may be necessary".

The Commissioner points out that among the Japanese immigrants to Canada are a number who have been rejected as unfit by the United States officers stationed at the ports of departure in Japan, and who have taken passage to Canada with a view to going ultimately to the United States. If rejected by the United States officers stationed at Canadian ports they have been turned over to the Canadian officers, "who if the disease has been slight have allowed them to go to the detention hospital, where they have been treated, and if the treatment has proven successful, they have been allowed to remain". The treatment in such cases has been given at the expense of the companies who have brought the labourers to this country.

The Commissioner's Conclusions.

In the final chapter the Commissioner gives the conclusions reached as the result of the investigations. He dwells on the scarcity of statistical information concerning the immigration of Japanese into British Columbia in the past, so that it is impossible to say definitely how many who have come to Canada within the past year were former residents of the country, and, without such an enquiry as the present, it is impossible to say how many have held passports for Canada, how many for the United States, and how many for Hawaii. Within the last few months a record of this kind has been kept at one of these ports but not at the others. The Commissioner does not desire to reflect in any way upon the immigration officers at these ports, "who appear," he says, " to have performed their duties faithfully and well, "but he adds, "I would respectfully submit for consideration the advisability of giving to the work of the immigration officers on the Pacific a wider significance than has hitherto been accorded, or possibly been necessary, and would suggest that a staff adequate to all the duties should be maintained".

"The practice of treating diseased immigrants" says the Commissioner "might, it would seem, be discontinued on the Pacific coast without working any hardship save in exceptional cases; it would ensure greater precautions on the part of companies carrying immigrants, and at the same time would lessen a little the duties of our own officers." It would seem reasonable, too, that Japanese holding passports for the United States should be required to present themselves for examination by the American officers before examination by our own; if rejected by the United States officers they should be declared *ipso facto* undesirables, so far as Canada is concerned, and not allowed to land.

Regarding the general subject of Japanese immigration the Commissioner states:—

If the present inquiry has revealed anything, it is that the Japanese Government has permitted to come to Canada during the past year, only the following classes:—

(1) Merchants, officers, students and travellers to the number of about 100 as described.

(2). Japanese formerly resident in Canada.

(3). Such persons as may be designated 'relatives' or 'friends' of Japanese resident in Canada, and this only where the consul resident in Canada has certified that they were wanted, and that upon their arrival they would be sure of immediate employment or a home. This number has been approximately 190.

(4). Contract labourers for work under a *bona fide* contract with a Canadian company or corporation, the *bona fide* of which contract has been certified to by the resident consul, and a duplicate

of which has been produced at and approved of by the Foreign Office in Japan,—a class of immigration which has been allowed only since April of the present year.

With the immigration from Hawaii the Japanese Government has had nothing to do.

Were the immigration of Japanese from Hawaii and all other points beyond the jurisdiction of Japan absolutely prohibited, and a stop put to the immigration of contract labour, at the instance of individuals and companies in this country and immigration companies in Japan, and a like reserve shown in the future in the granting of passports to all other classes of persons as appears to have been practised in respect to these classes during the past year, the Japanese immigration to this country would not be such as, having regard for numbers, would be likely to cause any serious embarrassment to this country, or as to which exception could reasonably be taken. On the other hand, unless methods sufficiently effective to prohibit absolutely all immigration from Hawaii and the importation of contract labour from Japan, there are strong grounds for believing that the numbers of Japanese likely to enter Canada from the former islands will greatly exceed, within a few months, the numbers of the past year, and that the Canadian Nippon Supply Company and other like concerns will carry on a traffic in Japanese labour the like of which has not been equalled in the importation of any class of coolie labour that has ever been brought to our shores. I would most respectfully submit that an immediate consideration of this subject is desirable, not only in the interest of the people of the province of British Columbia, but of the whole Dominion, and that any effective solution demands prohibition of such Japanese immigration as may come from countries beyond the jurisdiction of Japan, and an absolute restriction in the numbers that may come from Japan direct.

The report concludes with an acknowledgement of the Commissioner's obligations to counsel and to officials who had in any way assisted in the enquiry.

INDUSTRIAL DISPUTES INVESTIGATION ACT 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF JANUARY.

DURING the month of January, four applications for the establishment of Boards of Conciliation and Investigation were received at the Department, being respectively as follows:—

I. On behalf of the employees, being carmen, of the Grand Trunk Railway Company of Canada; the number of employees affected is estimated at 800.

II. On behalf of the employees of the Temiscaming and Hudson Bay Mining Company of Cobalt, Ont., the number of men affected is estimated at 50.

III. On behalf of the employees of the Dominion Coal Company, Limited, of Dominion, B. C.; the number of employees affected is estimated at 7,000.

IV. On behalf of the employees of the Hamilton Street Railway Company, the Hamilton and Dundas Railway Company, and the Hamilton and Burlington Radial Railway Company; the number of employees affected directly is estimated at 120, and indirectly affected at 25.

Of applications received prior to the beginning of January, proceedings in connection with which remained unfinished at the close of the preceding month, there were the following, namely: (1) The application on behalf of the employees of the McKinley-Darragh-Savage Mines, Limited, of Cobalt, Ont. (2) The application from Pioneer Lodge, No. 1, P. W. A., on behalf of the employees of the Cumberland Railway and Coal Company of Springhill, N. S. (3) The application on behalf of the Grand Trunk Railway Company of Canada for the adjustment of differences with the telegraphers in its employ. (4) The application on behalf of certain employees, being enginemen, firemen and hostlers, of the Canadian Northern Railway.

With regard to each of these last named applications, the reports from the Boards established to deal with them respectively were received during the month and are printed below. A statement of the proceedings during the month in connection with all other applications not disposed of is contained in the present article.

DISPUTES AT McKINLEY-DARRAGH MINES, COBALT, ONT.—UNANIMOUS REPORT OF BOARD.

ON January 22nd, the Department received the report of the Board established to investigate the differences between the McKinley-Darragh-Savage Mines of Cobalt, Ont., and its employees. The application was received in the Department on December 8, signed by James McGuire and Arthur L. Botly, president and secretary respectively of Cobalt Miners' Union, Local No. 146 of the Western Federation of Miners, Mining Department of the Industrial Workers of the World. The number of employees concerned was estimated at 120. The cause of dispute related to wages and hours, the employing company having, it was alleged in the application, posted up a schedule on the 15th November, 1907, to take effect from December 15, 1907, which would mean a reduction on an average of 25 cents a day, and an increase of one hour in work all round. The members of the Union employed required that the schedule in force before the proposed change should be continued. A Board of Conciliation and Investigation was established by the Minister, being constituted as follows: Mr. J. A. Welsh, Cobalt, Ont., appointed on the recommendation of the employees concerned; Mr. E. C. Kingswell, Haileybury, Ont., appointed on the recommendation of the employing company concerned, and Professor Adam Shortt, appointed on the joint recommendation of the foregoing members. The Board met at Cobalt on January 1 and 2, and on the evening of January 2 reached a unanimous agreement as to the terms of the award, though a formal agreement was not effected between the parties concerned. The chairman of the Board, with a view to securing that any settlement reached should not be out of touch with the general conditions of the Cobalt district, took occasion to visit a number of the leading mines, and to interview the managers with reference to labour conditions. The schedule of wages contained in the agreement recommended, showed an average reduction of 25 cents a day on the figures of the schedule prevailing before and during the investigation, but the Board recommended that nine hours continue to constitute a day's work, as in the case of such latter schedule.

Copies of the report were transmitted to the parties concerned in the dispute immediately on its receipt in the Department, with the request that they would respectively state whether or not they would agree to abide by the same. The Department had not at the end of the month received word on this point, but an informal working agreement is believed to have been received averting the strike which was declared to be impending at the time the application was addressed to the Department.

Report of the Board.

The report of the Board is as follows:—

COBALT, Ont., January 2nd, 1908.

In the matter of a dispute between the McKinley-Darragh-Savage Mines of Cobalt, Limited, and various employees in their service, which was referred, under the Industrial Disputes Investigation Act, to a Board of Conciliation and Investigation, established and appointed by the Minister on December 21, 1907, and composed of the following members: E. C. Kingswell, of Haileybury; J. A. Welsh, of Cobalt, and Adam Shortt, of Kingston, chairman.

We, the members of the said Board of Conciliation, having held various

sessions in the town of Cobalt, and having carefully considered the evidence and arguments of both parties to the dispute, and having given due consideration to the varions conditions of time and place, have unanimously agreed upon the following schedule of wages and hours as a reasonable basis for the settlement of the dispute in question, and earnestly recommend to both parties the acceptance of the award as a settlement of their differences.

SCHEDULE OF WAGES.

Carpenters	$3.25
Mechanics	3.25
Pipe Fitters	2.75
Blacksmiths	3.25
Helpers	2.50
Engineers, nine hours	3.00
Over nine hours, 32½ cents per hour.	
Firemen, nine hours	2.50
Over nine hours, 27½ cents per hour.	
Ore Sorters	2.50
Hammermen	2.75
Teamsters	2.50
Hoistmen, nine hours	2.50
Over nine hours, 27½ cents per hour.	
Cage or Bucketers	2.50
Other labour on surface	2.25
Underground—	
Timbermen	$3.25
Machine Men	3.25
Helpers	2.75
Cage or Bucketers	2.50
Other underground labour	2.50

Hours:—

Nine hours to constitute a regular day's work.

Miners in wet shafts to be paid 25 cents extra per day, and to be furnished with oil clothes.

Minimum wages for cooks, $75 per month.

(Sgd.) ADAM SHORTT,
Chairman;
J. A. WELSH,
E. C. KINGSWELL.

1.—DISPUTE AT SPRINGHILL, N.S., BETWEEN COAL MINERS AND OPERATORS.—UNANIMOUS REPORT OF BOARD.

THE Department received on January 22, the report of the Board of Conciliation and Investigation, established for the adjustment of certain differences between Pioneer Lodge No. 1, Provincial Workmen's Association, of Nova Scotia, and the Cumberland Railway and Coal Company, of Springhill, N.S. The report was signed by all the members of the Board, and dealt exhaustively with the subjects of difference.

The application in connection with which the Board was established, was received in the Department on November 21. The number of persons effected by the dispute was estimated at 1,600, this being the total number of employees, men and boys, of the Company; of the number, 900, it was stated, belong to the union making the application. The causes of difference were set forth as follows:—

"First case in respect so the fulfilment of an agreement between the parties for payment for stone in pillar work where it exists, on the basis of 4c. per inch per lineal yard for 4 in. and upwards.

"Second case is in respect to the adoption of a general wage schedule for coal cutters and their loaders.

"Third case is in respect to the matter of the change in the mode of payment of the mineral gotten from box to tonnage price.

"Pioneer Lodge No. 1, Provincial Workmen's Association, further respectfully makes application for a reference to the Board of Conciliation now being applied for, of any cases in dispute which may arise between the contending parties, from the date of this application up to and including the date of the sittings of the said Board. The object of the Lodge in this respect being to have a final and satisfactory adjustment of all matters in dispute between it and the said Company which may be pending up to the date of the sittings of the proposed Board."

The Board was duly established by the Minister, being constituted as follows: His Honour Judge Patterson, New Glasgow, N. S., chairman; R. B. Murray, Springhill; and Hiram Donkin, Halifax.

Mr. Murray was appointed on the recommendation of the employees. Mr. Donkin was appointed by the Minister on behalf of the company in the absence of a recommendation from the employing company concerned, and in compliance with section 8, clause 2, of the Industrial Disputes Investigation Act, 1907. The chairman was appointed in the absence of a joint recommendation from the two members of the Board first appointed. The report was, as stated above, unanimous in character, and an agreement between the parties to the dispute not having been reached during the proceedings before the Board, certain recommendations were made for a settlement of the differences. The Board considered first the third case as stated above, relating to "the mode of payment of the mineral gotten from box to tonnage price," and decided that the fair way to arrive at the weight of coal would be on a basis of specific gravity indicated, and indicated what it regarded as a reasonable determination of weights.

Question of General Schedule.

With respect to the second case, that relating to "the adoption of a general wage schedule for coal cutters and their loaders," a little difficulty was experienced, the report states, save with regard to a very few details. A schedule of rates was discussed by men and management last May, at which not only was the principle of a schedule assented to by both parties, but as a result of repeated conferences, almost every detail of the schedule was accepted. The Board considered the various sections concerning which agreement had not been reached, and made a recommendation in each case copies of the original draft schedule and the schedule as amended being submitted with the report. Certain sections of the schedule referred to the question of payment for stone in pillar cuts, and the Board, in discussing these points, made some reference to the general question of stone in pillar, and to the previous Board which had dealt under the Act with this question to some extent. The report pointed out that the Company had furnished no statement in reply to the application, and the Board had therefore to rely wholly upon the evidence furnished by the Lodge, but that so far as the schedule is concerned, it was impossible to conceive that any evidence would have been adduced by the Company to deny that the principles of a schedule had been concurred in between the parties, and that a very large proportion of the section and items therein had been adopted. The report states on this point: "It seems clear to the Board that if in the past a schedule of wages had been in operation in the Springhill collieries, very much of the friction and unpleasantness which has so frequently occurred there between the Company and its employees would have had no existence." The Board recommended that the schedule as amended be adopted for a period of three years. Filed as part of the report is a letter addressed by Mr. Donkin, a member of the Board, to Mr. H. McInnes, counsel for the Company, urging, on behalf of the Board, that the Company should meet the men with a view to framing a schedule, and dwelling on the fact that although nearly all the items in the proposed schedule had been already agreed upon, the men were prepared to make modifications, if by so doing they could meet the views of the Company. The reply of the Company is also included in the report. In this communication, sent by wire, Mr. McInnes stated he had discussed the question of a schedule with the general manager, who had stated that a hard and fast schedule in a place like Springhill is unworkable. Mr. McInnes elaborated this point at some length, and stated in conclusion that "a schedule properly and honestly prepared would leave open so many rates to be governed by local conditions that it would be practically worthless."

Immediately on receipt of the report in the Department, copies were prepared and transmitted to the parties concerned, with the request that they would state respectively whether or not they would abide by the recommendations of the same. The Department had not, at the end of the month, received a reply to

these communications. In the meantime no cessation of work has occurred at the mines at Springhill.

Report of Board.

The report of the Board is as follows:—

In the matter of the Industrial Disputes Investigation Act, 1907, and of the Cumberland Railway and Coal Company, Limited.

Employer,

and

Pioneer Lodge No. 1, Provincial Workmen's Association,

Employees

Report of Board of Conciliation and Investigation in the above matter:

The Board, composed of R. B. Murray, recommended by the Lodge to represent the employees, and Hiram Donkin, appointed by the Minister of Labour, to represent the employer, and Judge Patterson, Chairman, pursuant to notice given by the Chairman to the parties interested, met on the 8th day of January, 1908, at three o'clock p. m., in a public hall in Springhill, the locality of the dispute between the above parties, and having taken the proper oath of office, proceeded with the reference.

Mr. William Watkins, Secretary of Pioneer Lodge No. 1, filed with the Board a certificate from the Lodge appointing Mr. Alexander E. McPherson, Mr. E.B. Paul and Mr. J. B. Moss, to present the case of the Lodge before the Board. No person was present on behalf of the Company.

The Chairman spent the balance of the afternoon endeavouring to ascertain if the matters in dispute could not be arranged between the parties themselves. The representatives of the Lodge assured him that they had, without success, exhausted every possible means of securing a settlement with the Company without the intervention of the Board. The failure of the subsequent efforts made by the Board itself to induce the Company to meet the Lodge and endeavour by friendly conference to settle the dispute, leaves the Board in no doubt as to the truth of their statements.

The taking of evidence was commenced at ten o'clock on the morning of January 9th, and continued, with an intermission at noon, all day. Adjournment was had until ten o'clock next morning, when the hearing was resumed and continued with the usual intermission all of that day. Adjournment was further had until ten o'clock to the next morning, when the hearing was again resumed and completed at about two o'clock p. m. The stenographer being unable at once to furnish the Board with complete copies of evidence, the Board adjourned, to meet at Truro on the 16th inst., to draw up its report. In consequence of the indisposition of Mr. Donkin, it was subsequently arranged that this meeting should be held at Halifax.

On the morning of the 9th inst., Mr. Donkin, with the approval of the Lodge, went to the office of the Company to open up negotiations with them towards a settlement of the matters in dispute, and was referred by the Assistant General Manager to the Company's solicitor, Mr. H. McInnes, K. C. Mr. Donkin got into communication by telephone with Mr. McInnes, and told him that so far as he could see, there was very little difference between the men and the Company; that there was a pronounced disposition on the part of the men to meet with representatives of the Company and arrange the schedule which would eliminate all other matters in dispute. He pointed out that this should be more satisfactory to all concerned than to have these matters referred to outside parties. At Mr. McInnes' request, Mr. Donkin addressed a letter to him putting in formal shape what had been said over the telephone. A copy of that letter is annexed to this report. To that letter he received a reply by wire arguing the impossibility of fixing a schedule for the Springhill mines. A copy of that reply is also hereto annexed. It will appear more fully hereafter, but may properly be mentioned here, that last May, the principle of a schedule had been adopted and the schedule itself was drawn up, and with the exception of a very few

and most of them matters of trifling importance, agreed upon by both management and men.

Three cases in dispute were stated in the application, but a reference to the last page of the minutes will show that the Lodge did not offer any evidence upon the first case set out in the application.

The third case, that is "in respect to the change in the mode of payment of the mineral gotten from box to tonnage price," was first dealt with.

The evidence seems conclusive that for at least a period of 25 years, 22 cubic feet of solid coal has been accepted as the basis of measurement; this was taken to be the equivalent of a box of mined coal, and its weight was assumed to be 1,650 lbs. The weight of the box of coal was arbitrary, and only of secondary importance; the basis of measurement was the 22 cubic feet of solid coal.

In the course of events, there arose a question between the men and the management as to what was a box of coal. A box filled level full of mined coal at the face of the workings would not be level full on arriving at the bank head. It was agreed between men and management that if the shrinkage did not amount to more than six inches in the height of the coal in the box at the bankhead, it was to be considered a full box. If the shrinkage were greater than six inches on any one box, the box was forfeited; and while this was the agreement, it was disclosed that for a period of at least six years there were no forfeitures in this respect. In 1906, the men made application to the Commissioner of Mines of the Province of Nova Scotia, praying him to order the installation of scales at the bankhead, so that payment might be made by the ton (of 2,240 lbs.) instead of by the box. These scales were installed during the strike of last year.

In 1907, by methods which by reason of the Company's attitude in not appearing at the investigation are unknown to the Board, the Company made a test of the weight of the boxes in order to arrive at a standard weight. The standard arrived at, was for Number 2 Mine, 1,843 lbs.; and for Number 3 Mine, 2,009 lbs. Boxes now weighing less than the figures given are docked; but in cases of overweight, the excess is allowed the men. It has already been pointed out that for a period of at least 25 years, and as a result of an agreement with the Company (a copy of which agreement is annexed to this report) the standard weight of a box of coal had been fixed at 1,650 lbs. It will be thus seen that the standard weight of a box has been raised by the Company for Number 3 Mine by 359 lbs., and for Number 2 Mine by 193 lbs. It is well known that the coal produced in Number 3 Mine is smaller than the coal produced in Number 2 mine. It would therefore weigh more per box of the same capacity than the larger coal produced from Number 2 Mine—hence the greater part of the difference in weight of the coal produced from these mines is accounted for. This difference may be further in part accounted for by the fact that the number of boxes of wet coal from Number 3 Mine during the test was greater than the number of boxes of wet coal from Number 2 Mine. This large difference, however, is not borne out by scientific calculations based on the specific gravity of the coal, as will hereafter more fully appear. The evidence is complete that boxes loaded level full of dry coal at the face, in accordance with the old agreement (this agreement is also annexed to this report) could not contain 2,000 lbs. and 1,843 lbs. respectively. That in order to obtain such weights, boxes must have been loaded in a different way; and it appears that during the period the test was being made, boxes were loaded differently. In some cases, boxes, after having travelled from the face, a considerable distance and necessarily shrinking, were returned under the Company's instructions to one of the Company's chutes, and more coal put on them. The details of the docks and fines also show clearly that some different system of docks and fines must have been employed during this time.

Witness after witness swears that during the period in December since the Company adopted its standard, boxes that were loaded so as to faithfully fulfil

the requirements of the last mentioned agreement were docked. The inference, too, is irresistible that during the time the test was being made, a large quantity of stone was in the boxes. During that time there were only 137 docks and 15 fines for stone in the whole of Number 3 Mine. For a similar period in December, when not so much coal was mined, and not so many men were at work, there were 430 docks and 129 fines in the same mine. In Number 2 Mine, the figures are equally striking; while the Company were trying to fix the standard weight, there were only 44 docks and 24 fines; but in the corresponding period in the next month, there were 111 docks and 126 fines.

In the opinion of the Board, the fair way to arrive at the weight of the coal would be on a basis of specific gravity. The specific gravity of the coal from Numbers 2 and 3 mines has been determined and put in evidence. (Exhibits H4 to the minutes of evidence). Referring to the exhibit, it will be found that the specific gravity of coal from Number 3 mine is 1.29, and from Number 2 Mine, is 1.282. In both of these determinations the cubic foot of water was taken as 62.335; therefore, the weight of a cubic foot of solid coal would be 62.335 multiplied by 1.29 for Number 3 mine, and by 1.282 for Number 2 mine, or in other words, 80.41 lbs. for Number 3 mine and 70.91 lbs. for Number 2 mine.

Bearing in mind that 22 cubic feet has been the basis of measurement for at least 25 years at these collieries, the result of the above figures multiplied by 22 should give 1,769 lbs. per box for Number 3 mine and 1,758 lbs. for Number 2 mine.

The Board ordered measurement to be made to determine the cubic capacity of the box used. From those measurements, it was found the box had a cubic capacity of 35.2 cubic feet. On reference to text-books, it is shown that loose bituminous coal weighs 50 lbs. per cubic foot. On this basis a box of coal would weigh 1,760 lbs.—a remarkable confirmation of the accuracy of the former calculation.

A calculation was also made of a box of coal on arrival at the bankhead with the shrinkage amounting to four inches. This was treated as coal moderately shaken—and the text books to which reference has been made give the weight of such coal as 54 lbs. per cubic foot. The box, under these conditions, would weigh 1,650 lbs.; going to show pretty clearly that the old standard was practically correct. Applying this calculation to a level full box arriving at the bankhead, it would give a weight of 1,900 lbs., but the evidence establishes beyond a doubt, that a box level full at the face, as required by the agreement formerly referred to, does not arrive at the bankhead level full.

While there is no doubt that the specific gravity of the coal from Number 3 and Number 2 mines is substantially 1.29 and 1.282 respectively, and the calculation herein based thereon is substantially correct, the Board does not wish to say that the specific gravity has been finally determined by one test. It does, however, wish to say in the most emphatic manner that the accurate specific gravity is the only proper basis for the conversion of box price to tonnage price; and if the price per box has been based on 22 cubic feet of coal in the solid, as it undoubtedly has, its conversion into an equivalent price per ton (of 2,240 lbs.), as shown on the scales, can be arrived at with absolute accuracy.

The Lodge repeatedly during the course of the investigation expressed its willingness to accept the weight as it will be scientifically determined, though indisputably, that weight will be greater per box than has for more than 25 years been the accepted standard. The Board feels that so nearly correct is the determination of weights, namely, 1,769 lbs., for Number 3 mine and 1,758 lbs. for No 2 mine, that it recommends that 1,770 lbs. be taken as standard weight of 22 cubic feet of coal in the solid for both mines. The employees are willing to accept this standard. In making this recommendation, the Board must not be understood as recommending against the continued measuring of

coal won. Measurement should still be made in order to arrive at a fair distribution of earnings among the men.

THE SECOND CASE is in respect to the adoption of a general wage schedule for coal cutters and their loaders. Little difficulty, except in regard to a very few details, was experienced here. The evidence showed conclusively that in May last the matter of a schedule of rates was taken up by the men and management; not only was the principle of a schedule assented to by both interests, but as a result of repeated conferences between the management and a committee of the Lodge, almost every detail of the schedule was agreed to. Speaking more particularly, the schedule was divided into two parts; part one referring to Number 2 Mine and part two to Number 3 Mine. In both parts there were 63 sections. (In the minutes of evidence these sections are referred to as "items;" but "section" is the more correct term, and will be followed in this report; "item" being used for a part of a section when necessary). Of these 63 sections, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, with two items excepted, which will be dealt with 25 and 27, with one item excepted also to be dealt with later,28, 29 33, 34, 35, 36—(the second item of this section 36 "ribbing in" was not agreed to, the management claiming to the committee there would be none of that class of work to do in that lift. The prices asked are the prices for that kind of work in the mine, and should such work be done, it must be paid for at the rate specified). 37, 38, 39. (The same remark as made under 36 applies to the second item of section 39). 40. (Item 3 in this section was objected to by the management. It was not made clear to the Board that timber in this lift was being paid for, and the objection of the management is sustained). 41, 42, 44, 45, 46, 47, 48, 49, 51. (The items "fan holes," "setting up fans," "moving ginny," "stone in pillar cuts for thickness amounting to four inches or over," and "cope ups," were not agreed to, and all of these will be discussed later). 52, 53, 54, 55, 56, 57, 58, 59 and 60 were, according to the evidence furnished by the Board, fully agreed upon as the result of the conferences between the committee and the management. The Board would not presume to interfere in matters agreed upon by the parties interested, and desires without further discussion to confirm these sections, subject to the exceptions before referred to and hereinafter to be dealt with, and recommends their adoption.

As to the sections remaining, 31, 32, 62 and 63 should have no place in a wage schedule, and are beyond the scope of this inquiry.

Sections 30 and 61 appear to be entirely superfluous.

Sections 13 and 43, in the judgment of the Board, were inserted to meet possible future conditions. The basis idea in drawing up the schedule is to provide for present day conditions, and such as in the natural course of events will arise within a reasonable time. Taking this view, the Board has not inserted these sections in the schedule it recommends.

Sections 15 and 20. The evidence upon these shows that where old timber was taken out and disposed of by the men and new timber set, they were paid double. As these sections appear in the draft schedule, no reference is made to the disposing by the men of the old timber. The Board has made an amendment which correctly covers prevailing conditions, and with that amendment has inserted the sections in the schedule.

In section 24 there were two items not agreed upon, viz., "ginny and landing" and "moving ginny." Without going fully into the evidence, the Board recommends that "ginny and landing" be struck out, and "moving ginny" be divided into three items, as follows:—

Moving ginny across chute	.50c.
" " down "	1.00
" " up "	1.50

The item "moving ginny" in Section 51 is to be amended in same way.

The item "cope up" in Sections 27 and 51 will remain as proposed in draft schedule.

To the item "fan holes" and "setting up fan" in this last named section, the

only objection of the management was that in Number 3 Mine there would be no such work. It appears that since the time of the negotiations such work has been done, and that the prices asked are the prices at present prevailing. We have therefore left items as proposed.

There remains now to be dealt with only Section 26 and an item in Section 51. The section is actually the same as the item, the one referring to Number 2 Mine and the other to Number 3. Both deal with the "stone in pillar" question, the proper decision of which has been the only real difficulty in the way of the Board. According to the evidence before us, stone in pillar cuts should be paid for in both mines at the rate asked in draft schedule. But the Board cannot ignore the fact, which is of general notoriety, that a former Board sitting under this Act dealt in a partial form with this question, and made a finding upon it—a finding which has evoked much discussion and some criticism. If this finding had been thoroughly studied and understood, much of this discussion and criticism, in the judgment of the majority of the present Board, would have been spared. The application for the granting of the Board referred to asks for that Board to consider two matters in dispute, with the first of which this Board has no concern. The second matter is set out as follows:

"The nature and cause of the second dispute pending between the said parties is the matter of the question of "local stone." In former years, it has been the custom in this colliery to pay the workmen for all stone occuring in coal in pillar work in thicknesses of four inches and upwards. This "local stone" is now appearing in pillars on the 2,600 level of No. 3 mine, and where the same is of a thickness of four inches and over, the claim is made, and has been made on behalf of the workmen, for payment or allowance for such stone where it exists in pillar work in thicknesses of four inches and over."

It will thus be seen that the general question of stone in pillar cuts was not before the Board appointed in response to that application—*merely the question of stone in pillars on the* 2,600 *ft. level of No.* 3 *mine.* The Board that met to hear that matter was presided over by Mr. Justice Graham. Anyone who knows that most capable and careful Judge will know that he would be the last man to go outside the scope of his commission and attempt to deal with subject matters over which he had no jurisdiction.

This Board would not willingly trench upon any ground that had been covered by another Board, but to it nothing can be clearer than that the finding of that Board, of which Mr. Justice Graham was chairman, only applied to No. 2,600 level, No. 3 mine. Indeed, it seems to this Board that such misunderstanding of that finding as had arisen has sprung from the fact that Judge Graham, with his usual care and thoroughness, was not content to make a flat finding that no stone in pillars in No. 2,600 level, No. 3 Mine, was to be paid for, but sought to distinguish the chutes in that level where stone was not to be paid for, from those in the same level where it was. If the Board may without presumption say it, the report of the former Board by itself does not make this distinction quite clear, but reading the report in the light of a subsequent memorandum filed by the Chairman, it is now reasonably certain that that Board decided that stone in pillars off chutes on the 2,600 level, No. 3 mine, west side, being worked at date of former reference, was not to be paid for—the matter of stone anywhere else being left undecided. As we have stated, the evidence before this Board justifies us in holding that stone in pillars, other than in those pillars in regard to which the former Board has decided, should be paid for. In the schedule therefore we recommend for adoption we have left section 26 of draft schedule unchanged. To the item in section 51 of that draft schedule, referring to stone in pillars, we have added the words "saving and excepting stone in pillars off chutes on No. 2,600 level, No. 3 mine, west side, being worked in May, 1907"—the time of the reference to former Board.

Mr. Murray argues strongly that the Company having furnished no statement

in reply to the application, nor called the attention of this Board to the fact that this question of stone in pillars had been in part dealt with by a former Board, it was open to this Board to decide upon that whole question. He would greatly prefer that the exception just above set out should not be inserted, but in the interest of peace and harmony, and recognizing how much more weight will be attached to a unanimous decision, he concurs with the majority in making such exception.

The Board has annexed to this report and marked as "A" the schedule as discussed and largely adopted by the parties. Exhibit "B" is the schedule the Board recommends for adoption.

The Board has not fixed the tonnage prices in the schedule, but has allowed the box prices to remain as they were when the matter was under discussion between the parties. It is a simple matter, when once the standard weight of a box has been established, to make the conversion from box to tonnage price.

It was proved to the Board that in June last, and when the schedule was under discussion between the Committee of the Lodge and the management, Mr. Cowans, General Manager of the Company, desired the following clause to be inserted in the schedule:—

"Nothing herein contained is to be construed to prevent either party hereto from making any application under the Industrial Disputes Investigation Act, 1907."

The Board does not feel that such a clause is essential, but sees no objection to having it inserted in the agreement, prefixed to the schedule, if the Company still desires it.

The Company having furnished no statement in reply to the application, the Board in making this report has therefore to rely wholly upon the evidence furnished by the Lodge. In so far as the schedule is concerned, from the evidence and documents before the Board, it is impossible to conceive that any evidence could have been adduced by the Company to deny that the principle of a schedule had been concurred in between the parties, and that a very large proportion of the sections and items therein had been adopted.

The employees have for a long time been complaining that without a schedule no one could tell whether he was being paid according to the current rate of wages or not—that often in want of such schedule, work was done at lower rates than those established by agreement or otherwise, and then the Company sought to make these lower rates the standard. On the other hand, the Company (See the telegram of their solicitor to Mr. Donkin already referred to) complain that the men were constantly asking for increases and special allowances. Surely nothing more is needed than comparison of the respective attitudes of the parties to show clearly the absolute necessity for a schedule. It seems clear to the Board that if in the past a schedule of wages had been in operation in the Springhill collieries, very much of the friction and unpleasantness which has so frequently occurred there between the Company and its employees would have had no existence.

In the agreement prefixed to the schedule, it will be observed no time is mentioned. It is the desire of the men (See evidence of Seaman Terris, at page 64) that it should remain in force so long as the present working places continue, i.e., according to his estimate, five years. It seems to the Board that five years is rather too long a time for which to make a fixed schedule, but it would recommend that three years be the term adopted.

The minutes of evidence taken and the exhibits therein referred to accompany this report.

All of which is respectfully submitted.

(Sgd). GEORGE PATTERSON,
Chairman.

R. B. MURRAY,

HIRAM DONKIN.

Halifax, Jany. 18th., 1908.

Documents Mentioned in Report.

(The documents referred to in the report and attached thereto are printed below.)

TELEGRAM.

January 10th, 1908.

To Hiram Donkin,
Springhill, N. S.:

Have fully discussed schedule with General Manager. He says hard and fast schedule in place like Springhill is unworkable. If seams were regular and of equal thickness all through, and no local disturbances or extra grade or pressure something like Cape Breton or the seams of the United States, it would not be as difficult to make a schedule, but the men are constantly asking for consideration for various causes, which the management always consider if anything like a case is made—Schedule would only bind the Company; there could be no adjustment if conditions improve, but only advances if the men considered that they have grounds for extra payment; every man's rate is scheduled in his monthly account. There is no dispute about rates between the Company and the men except when the men make demands for extra payment, and clearly are not supported by existing conditions. Schedule means maximum rates of to-day the minimum rates of the future. The schedule of rates in Springhill are those in existence on the 31st July last; they cannot be disturbed except by approval of the President and Directors of this Company. A schedule properly and honestly prepared would leave open so many rates to be governed by local conditions that it would be practically worthless.

HECTOR McINNES.

SPRINGHILL, N. S., Jan. 9th, 1908.

H. McInnes, Esq., K. C.,
Solicitor, Cumberland Railway & Coal Company.

Dear Sir:—

Referring to my two telephone communications with you to-day, I beg to repeat what I then said, that I have fully discussed, with a representative committee of the men the Schedule of wages they propose. They assure me positively that it is based upon the present prices prevailing in the colliery; that they would greatly prefer to have it fixed and agreed upon by both parties through conference with each other, than to have it settled by any Board of outsiders; that though they maintain nearly all the items have been already determined upon, they are prepared to make modifications on various lines if by so doing they can meet views of Company. The Board feels very strongly that if the matter could be so settled by men and management without its intervention, it would be a most decided step in the right direction. They would suggest that if the management will favorably consider the principle of a schedule and consent to meet with the men in an attempt to fix that schedule, they would adjourn only to reconvene if no agreement should be reached, and then only to consider such items as could not be agreed upon.

Please let me have your reply by wire at the earliest possible hour to-morrow morning, and greatly oblige,

Yours very truly,

(Sgd.) HIRAM DONKIN.

Memo. of Conference held at Springhill, August 19th, 1890, at the Royal Hotel, between the Committee of Pioneer Lodge and Mr. H. Swift, representing the Cumberland Railway & Coal Co.; present, Hon. W. S. Fielding and E. Gilpin, jr.

Respecting the agreement in the matter of stone dockage, it is agreed that the maximum of stone be 24 lbs. per box. If over 24 lbs., a fine of 20c. to be imposed; if over 45 lbs., the box to be forfeited.

Concerning short measure, it is agreed that doubtful boxes be weighed, and if under 1,650 lbs., the deficiency be deducted in proportion to the allowance for the whole box.

The memorandum of grievances submitted to Mr. Swift on Monday night is

accepted by him, and he agrees to remedy the complaints.

It is agreed in the matter of pillar stone, that when, and so long as the stone exceeds four inches in one, two and two, or three and one plies, it will be paid for at the rate of 4c. per inch. This to be put on the box price.

It is agreed that in closed places, the price for all stone will be at the rate of 5c. per inch.

The case of Taylor to be considered part of the grievances submitted last night.

The Committee guarantee that upon a settlement upon the foregoing basis, the strike will come to an end and all hands resume work, and the pumps commence working, provided that the Committee are to have liberty to go into the Lodge at once and to ascertain if there are any matters that they have omitted at present. If so, such matters are to be presented to Mr. Swift immediately, and if they are considered to be unreasonable, he is to be at liberty to withdraw his offer, and the whole matter to stand as before.

(Sgd.) H. SWIFT,
Cumberland Ry. & Coal Co.
A. D. FERGUSON,
Pioneer Lodge.
(Sgd.) E. GILPIN, jr.,
Inspector of Mines.

LIST REFERRED TO.

David Conn case, what he was discharged for, whether it is lawful to take him away from engine when men are in the mine.

John Larkins, discharged for refusing to work 10 days in the week; worked nine days.

No men to be discharged for going in jail one day.

All loaders to be paid $1.25 per day, not to apply to loaders who bum.

Robert Fraser work James Burns.

Crooked rails, sleepers and cap pieces.

Uncivil replies from petty officials.

Pay scrips to be adjusted.

All miners to put in their time.

Checkweighmans' pays to be stopped.

The body of workmen to defend Company in case of dispute.

Text of Suggested Agreement.

MEMORANDUM OF AGREEMENT made this day of January, 1893, between the management of the Cumberland Railway & Coal Company and the employed in the Springhill Collieries of said Company, in respect to filling of boxes.

1st. That all boxes be properly filled level full at the face.
2nd. That the management see that all boxes are properly filled level full at the face.
3rd. That the contents of all boxes reaching the bank, below six inches of level full, be docked for short measure.
4th. That the Bankhead Foreman, and Checkweighman, determine all deductions for short measure.
5th. That this agreement be registered in the Commissioner of Mines' Office, Halifax, N. S.

AGREEMENT, made and entered into, this day of in the year of Our Lord, one thousand nine hundred and eight:—

BETWEEN Pioneer Lodge No. 1, P. W. A., (represented by the Managing Committee of said Lodge) of the one part, and The Cumberland Railway & Coal Company, Limited, of the other part:—

The parties hereto, believing that a working basis should exist between them governing the different classes of work pertaining to the mining of coal in Springhill, and that such basis would tend to create peace in the industrial life of the town, the following schedule of rates has been drawn up, to which the said parties have assented.

IN WITNESS WHEREOF, the said parties have hereunto set and subscribed their hands and respective seals the day and year first above written.

Signed, Sealed and Delivered in presence of

.....
.....Managing
————————Committee of
.....Pioneer
.....Lodge, No. 1
.....P. W. A.
(Seal of Lodge) .....
.....General Manager of The Cumberland Railway & Coal Co., Limited.

CUMBERLAND RAILWAY AND COAL COMPANY, LTD.

COAL CUTTING PRICES AND OTHER RATES.

No. 2 Mine.

1. 2400 ft. level, East Aberdeen Tight work, 10 feet wide. 32c. per box per ton and $1.00 per yard.
   Ribbing in bords, 35c. per box per ton and 75c. per yard.
   Drawing pillars, (including railroad pillar) 35c. per box per ton.
2. Halfway level, East Aberdeen Tight work, 10 feet wide in Main level, 32c. per box per ton and $1.00 per yard.
   Above Main level, 32c. per box per ton and 75c. per yard.
   Drawing all pillars, 35c. per box per ton.
3. Halfway, straight in, seam east and west of tunnel, Main level, 10 feet wide, 35c. per box per ton and $1.00 per yard.
   Above Main level, 32c. per box per ton and 75c. per yard.
   Drawing all pillars, 35c per box per ton.
4. Halfway, Minto seam, east and west, Tight work, 10 feet wide above level, 35c per box per ton and 75c per yard.
5. Tight work in level, 32c. per box per ton and $1.00 per yard.
   Drawing all pillars, 35c. per box per ton.
6. Aberdeen, lower level, East Tight work, 10 feet wide, 32c. per box per ton and 75c per yard.
   Drawing all pillars, 35c. per box per ton.
7. Aberdeen, lower level, west to fault Tight work, 10 feet wide, 32c. per box per ton and 75c per yard.
   Drawing all pillars, 35c. per box per ton.
8. Number 5 sinking, 34 chute to No. 2 slope, 32c. per box per ton and 75c. per yard.
9. Number 2 sinking, east and west to fault, Tight work 10 feet wide, 35c. per box per ton and $1.00 per yard.
10. Number 2 sinking, from 34 chute to fault, 35c. per box per ton and $1.00 per yard.
11. Halfway level, west Aberdeen, Tight work 10 feet wide, 32c. per box per ton and 75c. per yard.
    Drawing all pillars, 35c. per box per ton.
12. In all sections, when state of roof renders it necessary to boom pillar cuts, all booms with props paid for on authority of Examiner.
13. In all sections, timber set in pillar cuts. above 40 feet, paid for.
14. In all sections, tight work, 8 feet wide, 25 cents per yard over level rate, and tight work, 6 feet wide, 50 cents per yard over level rate.
15. In all cases where re-timbering has to be done, the extra timber to be paid for. Where old timber is taken out and new timber set, paid double.
16. For bord, heads and pillars, all timber to be placed on the nearest landing, by the Company.
17. All timber to be paid for in up-hill tight work, when carriage exceeds 40 feet.
18. First tight cut in pillars to be paid yardage.
19. All timber to be paid for in levels and heads off main levels.
20. When Company supplies the timber, two props and one sill to be paid for in each set; and if only two props are used, one prop only to be paid for. All timber to be paid for when cutters supply their own timber.
21. Ladders, not exceeding 10 ft. long..... $1.00 each.

Props	.10	"
Split Booms	.15	"
Common booms	.25	"
Slope booms	.50	"
Iron booms	.50	"
Long stays	.20	"
Short stays	.10	"
Long sills	.15	"
Short sills	.15	per pr

Running booms with props to be paid double.

22. High coal seam

Board batteries	$1.50	
Battery of split booms	1.50	
Battery of split booms, with check	2.	
Battery of common booms	3.00	
Boarding chute to roof	.45	per yard.
Boarding, 3 or 4 feet high	.25	

23. Low coal seam

Battery	.50	
Boarding chute to roof	.25	per yard.
Boarding chute, 1 foot high	.10	"
Boarding chute, 2 feet high	.15	"

24. Steps ..... .05 each

Laying sheets 6 ft. long in all places	.25	"
Laying permanent roads in slants	.20	per yard.
Laying roads in tight bords (when cutters carry the rails)	.10	"
Laying roads when ribbing in (when cutters carry the rails)	.10	"
Relaying road in old bord (when cutters carry the rails)	.20	
Building chute mouth	2.00	
Landings	1.45	
Ginny and landing	3.00	
Moving ginny	1.50	
Fan holes	.50 & $1	each.
Setting up fan	1.00	each
Boring holes for water or gas	.20	per foot.
Rebuilding ginny when broken or worn out	.50	

25. Stone in tight work and ribbing in, 4 inches in thickness and over, 5 cents per inch per lineal yard.
26. Stone in pillar cuts, 4 cents per inch per lineal yard, for thicknesses amounting to 4 inches or over
27. Cope ups, $0.50, $1.00 and $1.50.
    Brushing roof or pavement with free dynamite 60c. per inch.
    Overpush, for every 100 feet or part thereof after the first 350 feet, 2c. per box.
27. Cutter's day's pay for Company work, when taken out of his place, $2.00.
    Cutter's loaders' rate, per day, $1.25.
    Falling stone:
    Payment according to conditions, by mutual agreement with Examiner.
    Pushing down coal:
    Cutters to put coal down the first 40 feet, in unusual places, or if the pusher down is absent, payment may be made by mutual agreement with the Examiner.
    Miscellaneous jobs:
    Such as crossing stone heads, repairing, cleaning up old bords, building platforms, boarding high side to hold the rib, etc., to be paid $2.00 per day, or by mutual agreement, according to conditions.
28. An additional 22% is paid on all rates in this schedule.
29. Changes in the state of the coal, faults, and other unusual conditions to be dealt with as they arise.
30. All agreements now in force and understood to be continued and carried through as specified therein.
31. All persons who leave the mines and again return will be considered new hands unless they previously obtain leave of absence from the management, and notify the lodge.
32. Persons, who having entered the mine and are given no job, or if they cannot work, shall be allowed to return to bank, by way of entrance, between 7 and 10 a.m

No. 3 Mine.

33. 2,600 Lift, west side
    Tight work 10 feet wide, 33c. per box per ton and $1.00 per yard.
    Ribbing in, 38c. per box per ton and 50c. per yard
    Drawing pillars, 38c. per box per ton.
    Railroad pillar, 36c. per box per ton and allowance for starting cuts.
    The above prices to be subject to change as work progresses outwards to bottom.

34. 3,200 Lift, west side.
Tight work, 10 feet wide, 36c. per box per ton and 50c per yard.
Ribbing in, 36c. per box per ton and 50c. per yard.
Drawing pillars, 36c. per box per ton.
Railroad pillar, 36c. per box per ton.
The above prices to be subject to change as work progresses outwards to bottom.
35. 3,800 Lift, West side.
From Main slope to 200 ft. inside.
No. 8 slant.
Tight work 10 feet wide, 43c. per box per ton and $1.00 per yard.
200 ft. inside No. 8 slant, inward, 38c. per box per ton and 75c. per yard.
36. 3,800 Lift, east side, top seam.
Top seam, 43c. per box per ton and $1.25 per yard.
Ribbing in, 43c. per box per ton and $1.25 per yard.
37. 3,800 Lift, east side, under seam, uphill work, 40c. per box per ton and 50c. per yard.
Bords and levels, 40c. per box per ton and 75c. per yard.
38. Number 3, sinking.
Crossheads and uphill work to be paid $2.00 per day.
39. 3,200 ft. Lift, East side, top seam.
Tight work 10 ft. wide, 43c. per box per ton and $1.25 per yard.
Ribbing in, 43c. per box per ton and $1.25 per yard.
40. 3,200 ft. Lift, East side, under seam.
Tight work 10 ft. wide, 37c. per box per ton and no yardage.
Ribbing in, 37c. per box per ton and no yardage.
All timber to be paid for.
41. In all sections, tight work 8 feet wide, 25 cents per yard over level rate, and tight work 6 feet wide, 50 cents per yard over level rate.
42. In all sections, when state of roof renders it necessary to boom pillar cuts, all booms with props to be paid for on authority of Examiner..
43. In all sections, timber set in pillar cuts above forty (40) feet, to be paid for.
44. For bords, heads and pillars, all timber to be placed on the landing by the Company.
45. All timber to be paid for in uphill tight work in heads, when carriage exceeds forty feet.
46. All timber to be paid for in levels, heads, chutes and balances off main levels.
47. First tight cut in pillars to be paid yardage.
48. When Company supplies the timber, two props and sill in each set to be paid for; if only two props are used, one prop to be paid for. All timber to be paid for when cutters carry their own timber.
49. Running booms with props to be paid double.
50. In all cases where re-timbering has to be done, the extra timber to be paid for. Where old timber is taken out and new timber set, paid double.
51. Props, 10 cents each. Split booms, 15 cents each. Common booms, 25 cents each. Slope booms, 50 cents each. Iron booms, 50 cents each. Long stays, 20 cents each. Short stays, 10 cents each. Long sills, 15 cents each. Short sills, 15 cents per pair. Stringers for stepping, 10 feet long, 15 cents each. Stops, 5 cents each. Fan holes, 50 cents and $1.00 each. Setting up fan, $1.00. Building chute mouth, $2.00. Landings, $1.45. Moving ginny, 55 cents, $1.00 and $1.50. Rebuilding ginny when broken or wornout, 50 cents. Bore holes for water or gas, 20 cents per foot. Building ladders, not exceeding 10 feet long, $1.00 each, or exceeding 10 feet, in proportion. Stone in tight work and ribbing in, 4 in. in thickness and over, 5 cents per inch per lineal yard. Stone in pillar cuts, for thicknesses amounting to 4 inches or over, 4 cents per inch per lineal yard. Laying permanent roads in slants, 20 cents per yard. Re-laying road in old bords, when cutters carry rails 20 cents per yard. Laying road in tight bords, when cutters carry rails, 10 cents per yard. Laying road when ribbing in, in each case when cutters carry rails, 10 cents per yard. Brushing roof or pavement with free dynamite, 7 cents per inch per lineal yard. Laying sheets 6 feet long, in all places 25 cents each. Overpush, for every 100 feet or part thereof, after the first 350 feet, 2 cents per box. Cope ups, 50 cents, $1.00 and $1.50. Cutters' rate for Company's work, when taken out of place, $2.00 per day. Cutters' leaders' rate, $1.25 per day.
52. Pushing down coal.
Cutters to put coal down the first 40 feet.
53. In unusual places, or when the pusher down is absent, payment may be made by mutual agreement with the Examiner.
54. High Coal Seam.
Boarding chute to the roof, 35c. per yard.
Boarding 3 or 4 feet high, 25c. per yard.
Strapping up with props, 10c. per yard.
55. Low Coal Seam.
Boarding chute to roof, 25c. per yard.
Boarding 1 foot high, 10c. per yard.
Boarding 2 feet high, 15c. per yard.
56. Batteries, $1.00 each.
Batteries, (with checks) $1.50 each.
57. Falling stone.
Payment according to conditions by mutual agreement with the Examiner.
58. Miscellaneous Jobs.
Such as crossing stone heads, repairing, cleaning up old bords, packs, building platforms, boarding high side to hold the rib, etc., $2.00 per day (or by mutual agreement, according to conditions).
59. An additional 22% is paid on all rates in this schedule.
60. Changes in the state of the coal, faults, and other unusual conditions, to be dealt with as they arise.
61. All agreements now in force and understood, to be continued and carried through as specified therein.
62. All persons who leave the mines and again return will be considered new hands, unless they have previously obtained leave of absence from the management, and notified the lodge.
63. Persons, who having entered the mine and are given no job, or if they cannot work, shall be allowed to return to bank by way of entrance, without undue delay, and between 7 and 10 a.m.

AGREEMENT made and entered into this day of in the year of Our Lord, one thousand nine hundred and eight:—

BETWEEN Pioneer Lodge No. 1, P, W. A. (represented by the Managing Committee of said Lodge) of the one part, and The Cumberland Railway & Coal Company, Limited, of the other part.

The parties hereto, believing that a working basis should exist between them, governing the different classes of work pertaining to the mining of coal in Springhill, and that such basis would tend to create peace in the industrial life of the town, the following schedule of rates has been drawn up, to which the said parties have assented.

IN WITNESS WHEREOF, the said parties have hereunto set and subscribed their hands and respective seals the day and year first above written.

Signed, Sealed and Delivered in presence of

Managing Committee of Pioneer Lodge, No. 1, P. W. A.

(Seal of Lodge)

General Manager of the Cumberland Railway & Coal Company, Limited.

III.—DISPUTE BETWEEN GRAND TRUNK RAILWAY COMPANY AND ITS TELEGRAPHERS—AGREEMENT ON ALL POINTS EFFECTED BEFORE BOARD.

THE Department received on January 23 the report of the Board established to deal with the differences between the Grand Trunk Railway Company and the telegraphers employed on its system. The report was in effect an agreement on all points of differences, signed by representatives of both parties.

The application in connection with this Board was received in the Department on November 19, from Mr. W. G. Brownlee, General Transportation Agent of the Grand Trunk Railway Company. The number of persons affected by the dispute was estimated at five hundred. The differences related to wages, hours and conditions of labour, and were set forth in the form of schedules presenting the claims of the Company and the men respectively. The Board was duly established, being constituted as follows: namely, Mr. J. G. O'Donoghue, Toronto, recommended by the employees; Mr. Wallace Nesbitt, K. C., Toronto, recommended by the employing company; and Professor Adam Shortt, Kingston, Chairman, appointed on the joint recommendation of the foregoing members. The Board began its sessions on December 4 at Toronto, and continued until the evening of December 7. Several matters remained still to be adjusted when the Board adjourned, these relating especially to increase of wages, allowance for overtime for Sunday work, posting of seniority list and the announcement of the vacancies on the district as they occur. The Board met again to consider these and other matters on December 11 and 12 at Montreal. At this meeting, the general principles of the agreement were agreed on, but certain details were left for settlement between the officers of the railway and the committee of the telegraphers. These details proved more difficult of adjustment than had been expected, and further meetings of the Board took place on January 10 and 13 resulting in the signing of an agreement on the last named date. In the course of the discussions which took place before the Board, certain general considerations affecting the ability of the railways to pay increased wages were brought out which were deemed by the Board to be of sufficient interest to be placed on record in their report and included therein. These considerations, printed below, form a valuable contribution to the current discussion of industrial and social problems.

The agreement effected provides that the rules and rates of pay governing agents and telegraphers, effective June 1, 1905, shall remain in force subject to certain stated changes relating to rate of pay for work performed on holidays, and to the following conditions: "An increase of ten per cent, in minimum rates and fixed salaries of less than $47.00 per month, where total salary from all sources does not exceed $60 per month, and not included in the apportionment of $10,000 per annum for specified offices in accordance with recommendations of superintendents. Salary of relieving agents to be $75 per month, effective January 1, 1908, and thereafter subject to ninety days' notice of change."

Report of the Board.

The full report of the Board is as follows:—

Memorandum of agreement between the Grand Trunk Railway and a Committee representing the Telegraphers on lines east of the Detroit and St. Clair Rivers.

Rules and rates of pay governing Agents and Telegraphers, effective June 1st, 1905, to remain in force, with the following exceptions.

Article 13 to be changed to read as follows:—

"Telegraphers required to work on Sundays or the following legal holidays, viz., New Year's Day, Dominion Day, Labor Day, and Christmas Day, except to meet regular passenger trains, will be paid extra for such work pro rata on schedule salary based on a thirty day month (less than thirty minutes not to be counted over thirty minutes, and less than sixty minutes to be counted as one hour) with a minimum compensation of twenty-five cents for each call for which one hour service shall, if necessary, be rendered. This rule not to apply to Telegraphers receiving the main line minimum or in excess thereof and when the overtime allowed brings the monthly pay to the main line minimum rate that station shall be considered a regular Sunday office, and the Main Line minimum shall constitute the Telegrapher's pay for that station."

An increase of ten per cent in minimum rates and fixed salaries of less than $47.00 per month, where total salary from all sources does not exceed $60.00 per month, and not included in the apportionment of $10,000.00 per annum for specified offices, in accordance with recommendations of superintendents.

Salary of relieving Agents to be $75.00 per month.

Effective January 1st, 1908, and thereafter subject to ninety days' notice of change.

(Sgd.) W. T. BROWNLEE,
Genl. Trans. Mgr.

Telegraphers' Committee:

(Sgd.) J. WILLOUGHBY,
Chairman.

ADAM SHORTT,
Chairman.

WALLACE NESBITT,

J. C. O'DONOGHUE.

January 13, 1908.

The Board were much pressed by the suggestion that the same Board had recommended a higher rate of pay to the Telegraphers in the service of the Canadian Pacific than they were prepared to recommend in the present instance. We are glad to be able to report that the parties appreciated the reasons why the members of the Board could not in this instance see their way to the recommendation of any higher rate than that finally agreed upon between the parties, and we desire to put upon record some of the reasons why we came to this conclusion.

We thought, under the present conditions, that the offer of the Company in the matter of increase of wages was all that could be justified. There are many considerations entering into the question. In our view, there is the right of the men to receive a living wage, and that right is paramount. The workmen is entitled to get a fair day's wage for a fair day's work. What, however, often seems to be ignored is that capital, and labour are both necessary in order to produce a profit, whether it is in the operation of railways, in manufacturing, or in any other branch of trade. The aim of the worker should be to secure a fair share of this profit. But there is also to be considered the position of the men who advance the money to enable the undertaking to be carried on, which gives employment; he, too, is entitled to receive a return for his money and his risk. A hundred millions of the capital stock of the Grand Trunk Railway receives no dividend whatever. If such dividends on the preferred stock as are now being paid are still further reduced by the wages bill being increased, what must necessarily follow? The Company cannot obtain further money for expansion, for it can be more remuneratively employed in other undertakings. This certainly would be a disadvantage to the vast numbers who find employment on railways. Then there is the constant demand of the public for the betterment of the service and equipment, for increase of facilities, the bettering of the roadbed, and general improvement in the accommodations. These can only be obtained where the parties asked to advance the money can see some possibility of return for the advance. Our experience on a number of these Boards has led us to the conclusion that there seems to be an oversight on the part of the public on two things; first, that there is a continual

demand for an increase of expenditure upon the part of the Company for facilities, and second, a continual demand for a reduction of the tariffs which furnish the monies necessary to provide these facilities and accommodations. The growth of earnings is not keeping pace proportionately with the growth of expenses. If the operating expenses and the wages to employees must be increased from time to time, and the public so demand, very serious considerations must be given to proposals for the reduction of freight and passenger rates, inasmuch as every reduction directly affects the ability of the railways to pay the wages asked by their employees. There is no doubt that the cost of living has greatly increased, and that the employees of a railway company are entitled to be better compensated to meet such increased cost, but surely they are not entitled to be compensated at the sole expense of people who have invested their money, and who would in turn be deprived of their means of livelihood. The public should bear their share. The railway employee spends his money for the benefit of every other member of the community, from farmer to manufacturer, and if the employee has to obtain more money to meet his increased cost of living, other classes of the community who receive the benefit of the money he spends should contribute their share towards enabling him to get the money he has to spend, and it is for the foregoing reasons that, under the present conditions, and having in view all the surrounding circumstances, we thought that the offer of increase made by the officials of the Grand Trunk Railway Company had gone as far as could be justified, though not necessarily to the limit which the Telegraphers ought to receive under other circumstances. The deterring of the investment of capital in railway undertakings would certainly not be a benefit to the community at large, and if the property of lenders is to be practically confiscated between the demand of the public on the one side and the demand of the employees on the other, it must lead to a general reduction in wages or a shrinkage in the number of employees, with a much greater ultimate loss to labour. It has been suggested that this state of affairs be met by the state becoming sole owner of the railways. To accomplish this, the capital necessary to make railways and work them would still have to be found. The mere fact of state ownership does not bring capital down from the skies like the manna to the Israelites in the desert. If borrowed by the state, interest must be paid for it, and probably at a higher rate than the state now has to pay, for two reasons; first, because of being larger borrowers; second, because of the risk incident to industrial undertakings. If raised by taxation, this would be nothing more than getting it from the collective resources of the country. The wages, other than the living wage before referred to, which are paid by railway companies to their employees must, therefore, disguise it as we may, depend upon what a company earns after the interest on capital employed is paid. This may equally be said of all industrial and commercial undertakings, and no amount of vague, philanthropic talk can alter this fact any more than it can alter the act that two and two make four.

(Sgd.) ADAM SHORTT,
WALLACE NESBITT,
J. G. O'DONOGHUE.

IV—CONFLICT BETWEEN TWO TRADE UNIONS COMES INDIRECTLY BEFORE A BOARD IN THE DISPUTE BETWEEN THE C.N.R. AND CERTAIN EMPLOYEES—AGREEMENT EFFECTED.

THE Department received, on January 25, a report of the Board established to deal with the differences between the Canadian Northern Railway and certain of its employees, being enginemen, firemen and hostlers, members of the Brotherhood of Locomotive Firemen and Enginemen. The Board reported that an agreement had been effected under date of January 18. The application in connection with this dispute was received in the Department on December 19. The number of employees concerned was estimated at 359, and the Board, as established, was constituted as follows: Mr. J. G. O'Donoghue, Toronto, recommended by the employees; F. H. Richardson, recommended by the employing company, and Professor Shortt appointed in the absence of a joint recommendation from Messrs. O'Donoghue and Richardson. The differences were stated to be , first, the discrimination alleged to be employed in the engine services of the employing company; second, the alleged setting aside by the employing company against the wishes of the Brotherhood of Locomotive Firemen and Enginemen, of a general schedule said to have been made between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen on the one hand, and the officials of the Company on the other, and put into effect on June 1st, 1907.

Nature of the Dispute.

The Chairman of the Board, in an interesting letter accompanying the document constituting the agreement, explained in some detail the nature of the differences to be adjusted. "This difficulty," writes Professor Shortt, to the Department, "was by no means of the usual type, since there was no question as to wages, overtime, hours and other characteristic features of railway labour disputes. Although technically this was a dispute between the Canadian Northern Railway Company and the members of the Brotherhood of Locomotive Firemen and Enginemen, it was in reality a test case in a continental conflict between two trades unions—the Brotherhood of Locomotive Engineers, and the Locomotive Firemen and Enginemen, the former composed entirely of engineers and the latter of engineers and firemen. The difficulties between these unions are very complex and far-reaching, and cannot be detailed here. The immediate cause of the present dispute was the fact that the B. of L. E., had secured from the C. N. R. Co., an engineer's schedule, giving to the officials of that union certain exclusive privileges in connection with the presentation to the officers of the railway company of the grievances of engineers. The same privileges were demanded by the officials of the B. of L. F. & E., and because the company in view of its agreement with the B. of L. E., declined to grant these in the Firemen's schedule, there was threatened trouble, resulting in an application for a Board of Conciliation. Owing to the strong rivalry between the two unions if the dispute between the B. of L. F. & E., and the railway company were settled to the satisfaction of the former, without any reference to the B. of L. E., the latter would undoubtedly have made trouble with the company. In order to effect a satisfactory settlement, therefore, it was necessary that the representatives of the B. of L. E., should be admitted to the hearings before the Board, and allowed to present the claims of their order."

The Chairman's letter closes with the following tribute to the attitude to each other and to the Board respectively of the parties to the dispute: "I cannot close my summary of this case without expressing an appreciation of the tolerant and moderate spirit displayed, under trying circumstances, by the various parties to this difficult and far-reaching dispute, and the able manner in which the

officials, Canadian and international, of the two unions presented their respective cases. The fair and accommodating spirit shown by the representatives of the railway company also contributed very materially to the settlement arrived at."

The text of the letter referred to above, and constituting the basis of agreement, is as follows:

THE CANADIAN NORTHERN RAILWAY COMPANY.

TORONTO, 18th January, 1908.

C. A. Boyd, Esq.,
Gen. Chairman, B. of L. F. & E.,
Winnipeg, Man.

Dear Sir:—

There are two ways in which an engineer who considers that he has a personal grievance may bring his case before the proper officials.

He may either come with a committee that represents a majority of the engineers on the road, and this committee shall be entitled to present his case, and bring such witnesses as are necessary to throw light upon the matter in dispute; or

He may bring with him such engineers as he may select to present his case and such witnesses as may throw light upon the dispute, the engineers selected being considered by the Company as the personal representatives of the engineer having the grievance.

In both cases, the party having a grievance has the right of appeal to the higher officials of the Company.

Yours truly,

(Sgd). W. H. MOORE,
Secretary.

A. SHIELDS,
Master Mechanic.

Accepted.

(Sgd.) C. A. BOYD,
Genl. Chairman.

W. F. METCALF,
Secretary.

(Sgd.) ADAM SHORTT,
J. C. O'DONOGHUE,
F. H. RICHARDSON,
Members of Board of Conciliation.

V.—DISPUTE BETWEEN GRAND TRUNK RAILWAY COMPANY AND ITS CARMEN REFERRED TO A BOARD.

THE Department received, on January 8, an application on behalf of the carmen in the employ of the Grand Trunk Railway Company of Canada, being members of the Brotherhood of Railway Carmen of the United States and Canada, for the establishment of a Board of Conciliation and Investigation for the adjustment of the differences between the parties named. The application was signed by S. M. Nichols, of Niagara Falls, Ont., chairman of the Joint Protective Board of the Brotherhood named, and by E. Rogers, Ottawa, chairman of the local board of the Brotherhood. The number of employees directly affected by the differences was estimated at 800. The differences relate to rules and regulation of hours and wages, the demands of the employees with respect to all of which were set forth in a schedule marked "Schedule A," attached to the application and representing, among other changes demanded, an increase in wages. The employing company, in reply to the application, stated that the Company did not see its way to agreeing to the demands of the employees as set forth in "Schedule A," and in lieu of the same, presented for the approval of any Board that might be established "the regulations and rules to be observed by all workmen in motive and car shops," as set out in a pamphlet attached to the statement in reply; and it was submitted these were reasonable and just, and should be adopted. Concerning the rates of pay, it was submitted by the Company that the Company was not in a position

to accede to the demands contained in the schedule, and that the rates of pay and wages now in force respecting the employees concerned in the application were proper and fair, and should not be increased or altered.

The Board demanded was duly established by the Minister, being constituted as follows: Mr. J. G. O'Donoghue, Toronto, recommended by the employees; Mr. Wallace Nesbitt, K. C., Toronto, recommended by the employing company, and Professor Adam Shortt, Kingston, Ont., recommended by the foregoing members of the Board. It was understood that the Board would begin its investigation on February 25.

VI.—A SECOND DISPUTE AT COBALT REFERRED UNDER THE ACT.

ON January 11, the Department received an application on behalf of the engineers, miners and labourers in the employ of the Temiscaming and Hudson Bay Mining Company of Cobalt, the same being members of No. 146, Western Federation of Miners, Mining Department of the Industrial Workers of the World, for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the parties named. The application was signed by Mr. James McGuire and Mr. A. L. Botly, President and Secretary respectively of Local 146 Western Federation of Miners. The number of employees affected by the differences was estimated at 50, and the causes of differences were said to relate to wages and hours. The employing company, it was stated in the application, had, on December 16, 1907, notified the men that there would be a reduction of 25 cents per day on each man, from the schedule of wages paid up to that time. A copy of the schedule previously paid, being the wages schedule adopted by the Cobalt Miners' Union, No. 146, in July last, was attached to the application.

The Board was duly established by the Minister, being constituted as follows, namely: Mr. C. B. Duke, Cobalt, Ont., recommended by the employees; Mr. M. F. Pumaville, New Liskeard, Ont., recommended by the employing company, and Professor S. J. MacLean, Toronto, appointed by the Minister in the absence of a joint recommendation from the foregoing members. The Board was finally constituted on January 31, and it was expected that the enquiry into the dispute would take place during February.

VII.—DIFFERENCES BETWEEN HAMILTON STREET COMPANIES AND THEIR EMPLOYEES REFERRED TO A BOARD.

ON June 23, the Department received an application on behalf of the employees of the Hamilton Street Railway Company, Hamilton and Dundas Railway and Hamilton and Burlington Radial Railway Companies, the said employees being motormen, conductors, shopmen, linemen, machinists and blacksmiths, members of Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America, of Hamilton, Ont. The application was signed by Messrs. George Armstrong, and John Theaker. The number of employees affected was estimated at 120 directly, and 25 indirectly. The differences referred under the Act arose out of agreements between the various employing companies named and the Union representing the employees, the said agreements being awards of the Ontario Railway and Municipal Board, which were the basis of settlement of a strike somewhat more than a year ago. "Ever since the agreements were made," recites the statement accompanying the application, "company officials have used much artifice and indulged in coercion, discrimination and favouritism to prevail upon employees to abandon the

Union, the agreements and conditions thereof. Numbers have been discharged from the service primarily because of their membership in the Union." The statement goes on to state that Conductor John Theaker, president of the Union, was discharged on January 7, 1908, and the applicants claim that in this discharge the management had violated the agreement. In various other ways it was alleged, the companies had shown "wanton discrimination and aggravating partiality on the part of company officials against membership in the Union, and in utter disregard for the said working agreements and conditions thereof." Mr. J. G. O'Donoghue, Toronto, was recommended on behalf of the employees for appointment to the Board, and was accordingly appointed by the Minister on January 31. A recommendation on behalf of the employing companies had not been received at the close of the month.

VIII.—DIFFERENCES BETWEEN THE DOMINION COAL COMPANY AND ITS EMPLOYEES REFERRED TO A BOARD.

THE Department received, on January 29, an application signed by Stephen B. McNeil and Sylvanus K. Nicholson, Grand Master and Grand Outside Watch respectively of the Provincial Workmen's Association of Nova Scotia, on behalf of various lodges of the Association, for the establishment of a Board of Conciliation and Investigation to adjust differences between the said lodges and the Dominion Coal Company, Limited. The lodges named are as follows: Golden Rule, Kimberley, Unity, Steadfast, Olive, Equity, Bay View, Wilson, Independence, Queen, Aberdeen, Power, Keystone, Ironsides and Island. An approximate estimate of the number of employees involved places the figure at 7,000. The matters in dispute are set forth as follows:—

"The nature and cause of the dispute is: That the Dominion Coal Company asked the members of the aforesaid lodges to renew the 'Three Year Contract' as it stood, or enter into a new contract, which these lodges refused to do when they were notified: That the rate in all pillar work would be reduced from 46 to 41.5 cents per ton; restrictions would be placed on pillar cross-cut work, pillar coal would have to be wedged down where the presence of gas prohibited the use of powder for blasting purposes, without any remuneration for the extra work performed, the price of house fuel would be increased 60 per cent and explosives would be sold at cost price plus 10% for handling the same.

"The Association claims: That under the present high cost of living, and the favourable conditions of the coal trade, all the day labourers and mechanics in and around the Dominion collieries are entitled to an increase of 15%; that men out of places in the mine doing shift-work at the rate of $1.65 per day, should receive a uniform rate of $2.44 per day; that miners working in a double-shifted colliery should receive an increase of 4 cents per ton; that the pillar rates of No. 9 (Harbor) be increased from 45, 46 and 48 cents per ton to 47.3, 50.8 and 52.6 per ton."

Proceedings in connection with the establishment of the Board were in progress at the close of the month.

IX.—DEFINITE SETTLEMENT OF THE DISPUTE AT THE SILVER LEAD MINES AT MOYIE, B. C.

THE Department received word during the month that the dispute at the St. Eugene silver lead mine, at Moyie, B. C., between the Consolidated Mining and Smelting Company of Canada Limited, and its employees, had been definitely settled by the adoption of a wage scale based largely on the recommendations of the Board established for the adjustment of the dispute. It

will be remembered that the Board formulated in its report three separate wage schedules, for use in the metal mining camps of British Columbia, the first for normally favourable conditions, the second for abnormally unfavourable conditions, and the third for abnormally favourable conditions. The Board advised that the market prices of silver and lead and copper, according to figures named in the report, should determine the scale to be applied to the camp. The scale applicable to abnormally unfavourable conditions was recommended for present adoption. There was no formal agreement reached before the Board, nor were the findings of the Board formally accepted. Subsequently, when copies of the report were forwarded by the Department to the respective parties but after some negotiations between the Company and the Union officials respecting the employees, an agreement was reached on January 13, on the following wage scale, viz.:—

1—Shaftmen	$4.00
2—Machinemen	3.50
3—Muckers	3.00
4—Nippers	3.25
5—Timbermen	3.50
6—Blasters	4.00
7—Blacksmiths	4.00
8—Blacksmiths' helpers	3.25
9—Skip Tenders	3.50
10—Pumpmen	3.50
11—Labourers	2.75
12—Carpenters, Bench	4.00
13—Carpenters, Rough	3.50
14—Carpenters' helpers, (on C'r Work)	3.00
15—Machinists	4.00
16—Machinists' helpers	3.00
17—Compresser Engineers	4.00
18—Licensed Engineers	4.00
19—Hoist Engineers, Double drum	4.00
20—Hoist Engineers, Single drum	3.50
21—Motormen	3.25
22—Electrician Helpers	3.00
23—Firemen	3.25
24—Pipemen, Underground	3.50
25—Fitters on surface	3.50
26—Trackmen	3.50
27—Trackmen's Helpers	3.00
28—Hammersmen	3.40
29—Topmen	3.00
30—Oilers	3.00
31—Teamsters	3.00
32—Teamsters, caring for stock	3.50
33—Powdermen	3.25
34—Timber Framers	3.50
35—Timber Framers' Helpers	3.00
36—Ore Sorters	3.00
37—Pipemen's Helpers	3.25
38—Crushermen	3.25
39—Millmen	3.50
40—Car Loaders for Motors	3.25
41—Bullcooks	3.00
42—Watchmen	3.00
43—Electrician in charge of Generator	4.00
44—Electrician not in charge of Generator	3.50

A comparison of the scale adopted with the scale recommended by the Board shows few variations, and a further comparison with the demands of the Union shows that in various cases where the Union asked an increase, the Company offered the amount fixed by the Board. This applies to labourers, motormen, teamsters, powdermen, timber framers, timber framers' helpers, machinists' helpers, and watchmen. The Union asked 25 cents more on crushermen and electrician helpers. The Board did not fix rates for either of these occupations. The Company increased by 25 cents per day the rate recommended by the Board in the case of nippers, engineers on double drum hoist and pipemen, all of which were accepted by the Union. The Company lowered by 25 cents per day the rate recommended by the Board in the case of trackmen's helpers and engineers on single drum hoist, both of which were accepted by the Union.

It will be seen therefore that the investigations and report of the Board in this case, while not resulting in any formal agreement, may certainly be credited with being the basis of an informal settlement of the differences.

UNEMPLOYMENT DURING WINTER SEASON, 1907-08.

WITH the advent of cold weather in the closing weeks of November, a considerable decrease in the amount of general employment usually occurs throughout Canada. The outside trades are principally affected, operations among agriculturists, fishermen, builders, certain classes of miners, workmen engaged on railroad construction and civic improvement works, etc., being largely curtailed. On the other hand, the lumber camps of Ontario and the Eastern provinces employ large numbers of men at this period, and

the work of snow removal and the gathering of the ice supply require the services of many. Manufacturing is affected only to a minor extent by seasonal influences. The net result is to leave each year a number of workmen, especially among the unskilled class, with only intermittent employment during the winter months.

During the present winter season, as a result largely of unfavourable financial conditions, the number of those temporarily out of work has been larger at certain points than in some years past. With a view of presenting an authentic statement on this subject, in connection with the distribution of the labour supply and for the information of intending immigrants, the correspondents of the Labour Gazette, residing in the several cities of the Dominion, were requested during the past month to forward, in addition to their usual report, a special statement showing the number of unemployed, if any, in their respective localities. The correspondents were also asked in this connection to specify the causes, other than seasonal, of any unemployment existing, and to mention any steps of a special nature being taken to provide employment. A reference to the outlook for the balance of the winter and for the resumption of activity on the opening of spring was also requested.

The General Situation.

Replies were received from the various correspondents to the above communication, and while it was found that conditions varied widely according to locality, certain features of more or less general application were noted. In the Maritime Provinces, for example, employment is about as usual during the present winter, except in the lumbering industry; in portions of New Brunswick and in Prince Edward Island, conditions are more active than in past years. In Quebec and in Eastern Ontario, also, though the amount of general employment is less than last year, no widespread stagnation is apparent. The number of unemployed from other than seasonal causes is perhaps largest in the various cities of Ontario west of Peterborough and south of the Georgian Bay, and in British Columbia. The North West Provinces, though with a larger supply of labour than in 1906-07, have experienced an exceptionably mild winter, which allowed outside operations to be continued to an unusually late date. The prevailing dullness is almost wholly attributed, as was said above, to the financial stringency which, by curtailing credits has caused a falling off in production since the month of November, especially in manufacturing and lumbering, the two industries in which conditions, under ordinary circumstances, are relatively the most active in winter. Coalmining on Vancouver Island has also fallen off recently from causes that are exceptional. On the other hand, the amount of railway construction in progress, in view of the large contracts in connection with the National Transcontinental line and the extension of existing systems remaining unfinished from 1907, has been unusually great for the season.(*) In Eastern Ontario and Quebec, the work of snow-removal has been heavy. It should, moreover, be pointed out that the remarkable and continuous prosperity of industry, and especially of manufacturing, during the past few years in Canada has enabled employees to provide for a temporary falling off in activity to a degree otherwise impossible. A number of municipalities, owing to the prevailing quietness, have continued works which under normal conditions would have closed down during the winter. The outlook in almost every case is for an immediate improvement in conditions with the opening of spring.

Conditions in the Several Cities.

The special reports received from the correspondents to the Labour Gazette with regard to unemployment in the several cities are printed below, the order followed being from east to west. In each case the reports are to be regarded as supplementary to the usual monthly report printed in part II of the opening article of the present issue.

* A detailed statement according to provinces of the amount of railway construction at present in progress is contained in the opening article of the present issue under the heading "Railway Construction".

The Maritime Provinces.

Sydney, N.S.—The closing of the navigation season, always throws a number of men out of employment for the winter months. At present, conditions are fairly well balanced, labour, apart from 150 men at the Steel Works, (Transportation Department) being well employed. The Mine operators state that they have abundance of labor. The factories are running with the same number of men, but on short time, eight hours being substituted for the nine and ten hour schedules of summer.

Halifax, N.S.—The number of unemployed is slightly in excess of the corresponding period of 1907. This may be accounted for to a considerable extent by the almost entire absence of snow, there having been but two or three storms which were followed soon after by mild weather. The demand on local charitable institutions is but slightly greater than in 1907 and conditions are not by any means alarming. The municipal authorities have not been asked, and are not making, any provision to afford employment to any greater extent than in preceding years. There is nothing to indicate that the coming month will develop less favourable conditions, but the probability is that as the season advances labour conditions will be fully as active as in the spring of 1907.

Westville, N.S.—Labour was fully as well employed as in the corresponding month of 1907.

Amherst, N.S.—There was a surplus of labour, due largely to the closing of manufacturing establishments for stock-taking.

Charlottetown, P.E.I.—Conditions were normal. The mild weather rendered transportation hands unusually active for the season.

Moncton, N.B.—Conditions were unusually active, the weather permitting outside work to continue and factories being active. There were few without work.

St. John, N.B.—There are no more out of work this winter than in previous years at this season. The scarcity of snow has been the means of keeping a number of men in idleness, but the heavy snowstorm of January 29 has been the means of furnishing employment to a good number in cleaning the streets, as the city has a contract with the St. John Street Railway Company to clear the snow off streets traversed by the street cars. No special effort is being made by the municipality to furnish employment to those out of work. A number of undesirables have come out on the steamers from England and other European cities, but they are desirous only to reach Montreal, Boston, etc. The outlook for the balance of the winter is bright, as the steamers are expected to arrive more regularly, and to give employment to a larger number of men.

Quebec.

Quebec, Que.—Labour conditions in Quebec City and District are quiet. The supply of labor being in excess of the demand. The falling of in the demand is due to close of navigation and laying up of steamboats and tugs, which temporarily throws a large number of men out of employment. These conditions are of yearly occurrence and have been counterbalanced by activity in other lines. In the iron ship repairing plant at St. Joseph Dock, Lévis, 200 men are employed at repairs; in the Davie ship-yard some 60 more; and in the new marine slip of F. H. Drolet, some 30 others. The new gas company has had a large number of labourers working in the streets intermittently, locating leaks and making services with its new Main. The Quebec Harbour Commission has also about 150 labourers at work on the Cross-wall. The excavation and levelling works for the new wing of the Chateau Frontenac have been stopped; some 60 men were employed here and this work will re-commence as soon as the weather becomes fine. The Quebec Gas Works Company dismissed some 20 of its gas-fitters most of whom left Quebec. The shoe factories although not running to their fullest capacity, are nevertheless active. In the boiler shops, foundries and machine shops the conditions may be classed as busy, principally upon repair work. The stringency in the money market has not had much effect in Quebec. Local trade in all lines was better during the holiday season this year than last year. Some few English

and other emigrants returned to Quebec from the railway and lumber camps, and found employment. Some of these were equally as unfit for labour in town as they were in the railway and lumber camps. A number of Italians were also out of work. There has been no special effort made by the municipality to provide employment.

Three Rivers, Que.—The winter season does not affect labour as much as in some other places as all capable workingmen get imployment in the bush from the Lumber firms and the balance get employment shoveling snow for the Corporation of the city. So far there have been no reports of many unemployed.

Sherbrooke.—This city and district are not suffering to any considerable extent from scarcity of work. There may be a few more people out of work than was the case this time last year, but so far the condition of affairs has not caused particular attention. As is usual at this season of the year practically all building operations have ceased, owing to the severity of the weather, but there are no more idle than is usually the case. There is every prospect that the building trades will be as busy next season as in 1907. While the machine shops are running somewhat shorter hours, and gangs are laid off week about, it is anticipated that full time will be resumed shortly. In one of the larger shops, some of the draughtsmen who were laid off for some weeks have returned to work, which would show that matters are improving.

A number of the hands in the Moore Carpet Co., have been paid off owing to a demand being made to the Courts to have the concern wound-up. This order, granted by the Superior Court here, has been appealed, and will be heard in the Court of Appeals next month. In the meantime the Superior Court has granted a motion to allow the works to run until the orders are completed and the decision of the Court of Appeal given. The Walter Blue Co., makers of ready-made clothing, are running eight hours a day instead of ten, but the Company is sanguine that this will only be for a short time. The woollen and worsted factories are running full time, also the jewellery and bobbin factories, with the same number of hands as during the summer. There has been a good demand for men to go to the woods, and many who work in the city during the summer and fall find ready work in the lumber camps. This has the effect of relieving congestion among unskilled labourers. There is a large quantity of pulpwood being got out, and this requires more men. The wages are only slightly less than last year. So far there has been no action taken by the Corporation to provide work, as the situation is not such as to call for any. The concensus of opinion among business men is that the present lull is only temporary, and that when spring opens conditions will again become normal.

At the city offices it is reported that payments are fully up to those of the same period last year, and the standing poor committee of the City Council has had no extraordinary claims upon it so far. In the Asbestos Mining Camps at Black Lake and Thetford, it is reported that men are not so hard to get as last summer, and that wages are slightly less, but that there were few idle men.

St. Hyacinthe, Que.—Labour was fairly well employed for the season.

Montreal, Que.—There has been a considerable falling off in activity in the manufacturing industry, and several establishments have reduced staffs or working hours. Snow removal in the latter half of January gave employment to large numbers of men. The number of unemployed was greater than last year, about 2,000 labourers being wholly dependant on snow removal for employment. The building trades are very dull. Cigarmakers and boot and shoe workers are also very dull.

Hull, Que.—There are no unemployed in Hull. There was a temporary lull in December, but this was owing to the mild weather, and the closing of the sawmills. At present, men, boys and teams are all busy, and there is hardly any poverty in the city. Only about 35 families, out of more than 3,000, are being assisted by charity. This number is slightly in advance of last year, when the maximum number of poor families was

25. This increase over last year is due to the fact that newcomers unacquainted with the local conditions have not yet found permanent work. The opinion prevails that the spring will see great activity in the labour market. The enlarged cement factories will employ more hands; Woods Ltd., will increase its staff and building; the C.P.R., intends improving its electric line; the new French treaty will give a decided impetus to the mica market, which has been quiet for the last few months.

Ontario.

Ottawa, Ont.—During the month of January the number of unemployed in Ottawa decreased. The previous oversupply was due principally to the arrival of many English immigrants from other cities.

The curtailment of operations in the lumber camps reduced the demand about 20 per cent for hands. At no time, however, would it have been impossible for a man to make a living if he accepted the wages offered by farmers.

The city of Ottawa established a municipal stone yard for men in search of work, where they could earn from 50 cents to $1.50 per day. The usual number of nearly 100 men were engaged on municipal sewers, a work which is always reserved for the winter period. The men's rescue mission found work for a considerable number with railroad contractors and lumbermen. The consensus of opinion is that no hardship will be experienced by the working class this winter and the city charity department reports the condition of the poorer people much improved within the last few weeks. The factories and mills in districts outside of Ottawa are employing less labour than usual. Work is not plentiful but no want is experienced.

Belleville, Ont.—There are this winter about 300 men out of employment through the closing down of the rolling mills and partial cessation of work at the Lehigh Portland Cement Company's plant. There are the usual number of men idle at this time of year owing to there being no work in the building line. The municipality has not been asked, nor is there any apparent reason why it should provide extra work as no exceptional hardship through lack of work has been reported to those in charge of charitable organizations out of the ordinary. The outlook is favourable, the coming spring being expected to be the busiest in several years.

Peterborough, Ont.—Since about the middle of December, outside work has been quiet, except in connection with snow removal which has been very heavy this winter, and, the cutting and storing of ice. Generally at this season of the year unskilled labour is very plentiful. It is more so this winter on account of the number of immigrants who are dependant on their daily earnings, and who came here without provision for winter. The City has procured a large quantity of stone and is giving employment to all who will work.

The board of relief and private citizens are subscribing to a fund to help the need are subscribing to a fund to help the needy. The relief officer each week buys a quantity of provisions and gives them to those who are deserving.

The outlook for the balance of the winter is not very bright, as the weather is getting cold. As many as 75 to 100 men some days ask for assistance or work. Some of these, breaking stone do very well, others are indifferent whether they make a living or not. The outlook for spring is more encouraging. A lot of building is being carried over.

Toronto, Ont.—There is an unusually large number of unemployed men in Toronto this season, including workers of every class, but more particularly unskilled laborers. This is largely due to seasonable causes, the effect of which is felt more severely than in previous years owing to the closing of the building season earlier than usual, leaving but few partially constructed buildings on which work can be continued throughout the winter. The principal causes, however, are the heavy immigration of last year, which resulted in many more mechanics and labourers coming to Toronto than could have been absorbed under normal conditions, and the monetary stringency resulting in the curtailment of manu-

facturing and business operations and the displacement of many workers. The situation was rendered more acute by the influx at the close of the open season, of large numbers of farm labourers, railway labourers and others engaged in outdoor occupations, who cannot readily find work in the country during the winter. A large proportion of these are recent immigrants, many of them entirely unsuited for farm work or kindred employments. Among those who may be classed as unemployed, are machinists, plumbers and others out on strike, including a number who came to fill strikers' places, but were induced to join the strikers. As the great majority of these are in receipt of strike pay this feature does not materially affect conditions.

As previously stated the need of providing for the unemployed is engaging the attention of the charitable associations, who have done much to alleviate distress. The city authorities have also taken active measures to provide those in need with temporary work on sewers under construction and in snow-cleaning and other work on the streets. A Civic Bureau was opened for the registration of the names of those desiring work. The number of names now on the list is upwards of 2,000, several hundred of those registering in the course of the month having been struck off, either because they had procured work elsewhere or for other causes. The applicants receive work in rotation, not more than 3 days work being given to each until the list is exhausted. They receive $2 per day. The number employed varies from day to day, being increased after a heavy snowfall. On the 21st, the Board of Control appropriated $2,000, in the meantime for the payment of wages. On the 26th, representatives of the charitable organizations held a conference with the Mayor and Board of Control, and an agreement was reached whereby the House of Industry, Salvation Army, St. Vincent de Paul Society, and Associated Charities will arrange among themselves a more comprehensive scheme for the relief of the poor and report to the Board of Control when final arrangements will be made. The Mayor promised that the city would contribute a reasonable amount. The combined charitable organizations will obtain statistics of the families in need of, and deserving assistance. The prospects are not for any substantial improvement in conditions during the remainder of the winter.

In several suburban localities, especially to the north west of the city, where large numbers of workingmen, mostly recent immigrants, have bought land and built small houses or shacks, outside of the city limits, destitution prevails, as many of the new comers had not obtained employment when winter set in. Not being residents of the city they cannot obtain temporary civic relief work. The Globe newspaper started a subscription for the relief of this class, and the citizens have responded liberally, the amount contributed to January 30, being $2,901 in addition to donations of food and clothing. The money is being distributed by a local committee.

Niagara Falls, Ont.—There were many unemployed men at the end of January. They are of all trades, particularly the building trades and other out-of-door workers and unskilled laborers. Conditions on the frontier are largely affected by those in the United States. The re-opening of large steel plants and other concerns in Buffalo and neighboring cities, which had been shut down, gave work to thousands of men and improved conditions in a large district. The re-opening of the shipbuilding plant at Bridgeburg also had a good effect. On the whole, there are not as many idle men in the district as it was expected there would be. Idleness in the building trades is due chiefly to the weather. Great building activity during the summer drew large numbers of mechanics here, consequently there are more idle men of these crafts than in previous winters. The same applies to unskilled labour. Other causes of idleness are the reductions of shop staffs by railways and by manufacturing concerns. Many employees of factories in New York State live in Canada. Conditions have not been such as to require special efforts to provide employment. There will probably be as many idle men all winter

as at present, except as railways require snow-shovellers or ice-cutting and packing gives temporary occupation. The general expectation is that there will be a brisk revival in the spring and that there will be the usual plentiful employment of all classes of workers next summer.

St. Catherines, Ont.—While there are a few more unemployed than during the corresponding season of other years there does not seem to be much hardship complained of. Employment for some time past has been so active that many were able to lay aside savings. About 60% of the building trades are unemployed but nearly that number are usually idle at this season of the year. The Packard Auto Factory closed down and the hands have left the city owing to stringency of the money market.

The McKinnon Dash and Metal Work Company has but 40 per cent of its employees working owing to shortage of orders. No effort has been made by municipality to give employment to unemployed, and it is expected they will be able to tide over till the opening up of spring when it is anticipated activity will prevail again.

Hamilton, Ont.—It is difficult to estimate the exact number of unemployed, but it is safe to say there are several hundred. Times however are not duller than they were during the winter of 1906-07. Few if any factories are employing their normal number of hands and those closing for stock-taking closed for a longer period than usual.

The Ontario Rolling Mills was closed nearly all the month throwing 500 men out of employment, and on resumption considerably reduced the staff. The Deering Company is working with about 500 men less than in the busy season, other large factories are proportionately in the same position.

The building trades generally are very slack. The prevailing conditions have been caused partially by cessation of out-door work on account of weather and by the general financial depression. The only work the city is providing is quarry work and stone breaking, but not more than 150 men are employed. The outlook for the balance of the winter is not very bright and all idle men can hardly be in employment until April.

It is expected that as soon as the weather permits if financial conditions are better things will again assume their normal state.

Brantford, Ont.—There are about 500 unemployed in the city at the present time, including many branches of labour, skilled and unskilled. About 300 have left the city. The greater number are day labourers. This is due in part to the cessation of out-door activity and in part to the money stringency, several factories having reduced their forces on that account, and a few having been affected by "overproduction" in certain lines. Many recent arrivals especially from England are out of work. Employers are expecting a satisfactory year and several factories have taken on a few more men since Jan. 1st. From present information there should be employment for all when outside work can be commenced. The city has offered work to some at breaking stone but few have availed themselves of the offer. It is not expected that there will be much actual suffering during the rest of the winter.

At a special meeting of the council held on Jan. 29th, the city engineer was instructed to expend about $6,000 on sewerage construction work, mainly to relieve the unemployed, about 250 having applied for work. Work was started on the 30th, with 40 men. These will be laid off in a few days and another gang of 40 put on and so on until the work is completed.

Guelph, Ont.—Outdoor work closed down earlier than for some years and little work has been done since winter set in. Factories making goods that are sold on long time payments or on liens have found it harder to make sales and also to get banking accommadation. This has applied to makers of pianos, organs, sewing machines, cream separators, furniture, upholstered goods, piano, plates, stoves and carriages. In these lines owing to a falling off in sales there has been a considerable number of men laid off and short time worked. To-

wards the latter part of January an improvement was noticed. An estimate of the number of men out of employment has placed it at about 175.

The only extra civic work started to help those out of employment has been the putting of 15 men to work on the stone crusher preparing stone for road work next summer.

Berlin, Ont.—Out-door activity ceased about the middle of October, 1907, whereas it is usually prolonged until December. As a rule about 300 workmen are out of employment during the winter in Berlin. This year 130 masons, 150 carpenters, 50 builders' labourers and 414 factory employees are out of work. The money stringency is alleged as the chief cause. No effort has been made by the municipality to provide employment, the opinion being that conditions will become active with the advent of warm weather.

London, Ont.—There was a large number of unemployed. Only a few establishments were working with full forces and these were for the most part running shorter hours. The following table may be regarded as illustrating conditions in this respect:—

Names of firms.	Number usually employed	Number employed at present	Hours usually worked per week	Hours worked at present per week
E. Leonard & Son	200	100	59½	44
London Foundry Co	120	120	59½	54
Wortman & Ward	100	50	59½	48
Empire Brass Works	60	15	59½	59½
Mann Brass Co	25	13	59½	42
London Bolt Works	90	Closed	59½	
White Engine Co	120	120	59½	59½
Mallocks' Machine Co	40	4	59½	59½
Wilcox Hardware Co	35	Closed	59½	
G. T. R. car shops	400	320	50	47
McClary Manufacturing Co	900	1,000	50	59
Rolling mills	60	Closed	59½	

St. Thomas, Ont.—Previous to the month of January, the money stringency throughout the country, was not felt to any extent in St. Thomas. About the first of January a reduction was made in the working staff employed in the Michigan Central Railway Shops. Again on Jan. 17th, a further reduction was made affecting all Departments, 35 men being laid off, and the working day reduced to 7 hours, with a complete shut down on Saturdays. Reduction was also made in the number of days worked by employees of the Pere Marquette Shops. Slight reductions have been made in the working staffs in a number of factories with a possibility of further reductions and a complete shut down in at least one of the handle factories. St. Thomas is largely dependent upon the activity of business on the railroads, as the number of industries is small and they do not employ a great many men. At this time of year there is always a falling off in the Labour market, due to weather conditions which are responsible for a great many of our mechanics in the building trades being thrown out of employment. Aside from the reductions which have been made on the railroads, considering the influx of English labourers, the present winter cannot be said to have been exceptionally dull. On the railroads, in the traffic departments, the rush of traffic has been unusually heavy and as a result trainmen have been working overtime. The reductions which have been made in the railway shops, were not on account of insufficient work, but the result of orders which were forwarded from headquarters, requesting a reduction in expenses. Severe weather is bound to affect power to such an extent that it will be necessary to increase the forces in the shops before many weeks, and it is the general opinion that the pre-

vailing conditions will not be extended beyond the following month. Arrangements have been completed whereby repair work on locomotives, which was formerly done in Michigan for the Wabash Railway, will be done hereafter in the Père Marquette Shops in this city. As a result, the staff of the Père Marquette Shops will have to be increased considerably and will go on full time February 1st. A number of men are being given employment cutting ice for city firms and for the Michigan Central Railway. If there is any distress owing to depression in the labour market, it has not manifested itself to such an extent that appeals have been made to the municipality for assistance. It is true that there have been a few cases where assistance has had to be rendered, but this is true of every winter. As soon as the Michigan Central Railway shops find it necessary to increase their working staff, idle men in this city will find employment. The consensus of opinion is that the City of St. Thomas has so far been fortunate in the matter of having very little distress among the working classes, and it is hoped that the month of February will find the unemployed doing as well as can be expected at this time of year, though it would not be advisable for any person to come to St. Thomas with the expectation of finding ready employment.

Chatham, Ont.—The number of idle men in the city exceeds that of a number of years past, the greater number being immigrants. The cause can without doubt be traced to the Financial crisis. From December 24th to January 6th, nearly all the factories closed down. When they resumed the employees were met with a notice of a 10 to 30% cut in wages in a number of cases. The city formed an associated charities committee and money and provisions are distributed to the worthy and needy families, so far the city council has endeavoured to carry on public improvements by constructing sewers, but that is now at a standstill. The defect in the break water on the Government Park, which furnished work, has also been brought to a stop. Now that ice harvesting has commenced, work will be provided for a large number. There has been no trouble with Canadians unemployed who look for work, but the foreigners expects help to be offered. The City Council gave instructions to the superintendent to take on a large number of the immigrants and give them work, the city to furnish them and their families with fuel and provisions, but a number refused to work on these terms. The ladies of the city have formed themselves into charity committees and the work of relieving the distress will now be very largely left to them.

Sault Ste. Marie, Ont.—The question of unemployment did not affect Sault Ste. Marie to any extent until the closing of the steel plant about the middle of January. This has thrown possibly 680 men out of employment temporarily. The cause given for the shut down was shortage of pig iron and the necessity for repairs. At the date of writing these repairs are nearly completed and orders to start are expected soon. Men engaged in the building trades are as a rule idle at this time. It has not been necessary for our Municipal or other organizations to take action. The outlook is for improved business and industrial conditions.

The North-West Provinces.

Winnipeg, Man.—See report of local correspondent on page .

Brandon, Man.—In the building trades there are 30 bricklayers and masons, 100 carpenters, and 50 builders' labourers idle. This is the result of the cessation of outdoor activity. Twenty-five carpenters are employed on the inside of the Winter Fair Building, but will be finished in the course of a week or two. There are also 30 to 35 men on the C. P. R., train service laid off, owing to the falling off of trade and the mild weather causing no inconvenience on the railroad. The same condition has caused a reduction of 25 men, who were engaged in yard improvements, the bridge and building department of the C. P. R., has laid off 25 men this, is usual at this time of the year. One shopman and one carman of the C. P. R. have been laid off, business not being

brisk. The Hanbury Lumber Co., did not send any men to its lumber camp this winter, having sufficient number of logs on hand for next season's work. The unskilled labour market as near as can be ascertained has 150 to 200 men idle. Other winters the heavy snow fall and the cold weather gave employment to a large number, the railway also employed extra labourers, keeping the track clear. The supply of nearly all classes of labour is greater than the demand. The city has appointed a relief officer to assist in all cases of distress, but there no municipal or other organization is making any effort to give employment to the unemployed. The outlook for the balance of the winter is not very promising. Few building are in the hands of the architects. There will no doubt be a great deal of work on railroad construction in the spring, as work in some sections has already commenced on account of the mild weather.

The City Council decided at a meeting held Jan. 20th, to go ahead at once with the erection of the large bridge at First St., over the Assiniboine river and the C. P. R., tracks. The bridge will be built of concrete, and will cost in the neighborhood of $100,000, to be built jointly by the city and the C. P. R. The work of moving the old bridge will be started at once. This will give employment to a considerable number of idle men in this city.

Regina, Sask.—The number of unemployed has never assumed serious proportions at any time during the present winter. Last winter, in spite of the severity of the weather, building operations were carried on in the case of two large buildings in the city; this year building work closed down at the beginning of winter. The present condition of unemployed labour is attributable to the usual cessation of outdoor activity and not to any untoward cause.

The conditions in the various trades in Regina were as follows:—

Class.	Unemployed	Spring prospects
Plasterers	17	Fair
Bricklayers and masons	40	Poor
Amalgamated S. of Carpenters	70	Fair
Painters	35	Good
Printers	3	Good
Brotherhood of Carpenters	65	Fair

Reports from the electrical workers, metal lathers, plumbers and stonecutters were not received.

It is impossible to obtain an accurate estimate of the number of labourers who are unemployed as there is no Labour Bureau where registration takes place.

At the first meeting of the City Council in the New Year an appropriation of $2,500 was made for excavating and carting purposes in order to provide work for the unemployed; 40 or 50 labourers are engaged on this work. The Provincial Government has also provided similar work, having gravel carted to the grounds where the new Parliament Buildings are to be erected in the spring. The Regina Relief Society is caring for any cases of extreme poverty or destitution brought to notice. The society has 28 cases under its care at present. All cases of poverty in the city are being well taken care of, the finances of the society being adequate for all needs. All known cases of poverty are the result of sickness or are due to the fact that the families are late arrivals in the country and have therefore not had sufficient time to prepare for the winter. The general opinion prevails that with a continuance of the exceptionally mild weather, and with the help afforded by the city and the Provincial Government, that the outlook for the balance of the winter is good, and that the prospects for an early commencement of operations in spring are very bright.

Calgary, Alta.—The number of unemployed in the city is about 940 made up up as follows: Carpenters 150; stonemasons 15; bricklayers 25; stonecutters 20; painters 18; plumbers 10; electricians 6; lathers 8; plasterers 6; building labourers 108; unskilled labourers 300; R. R. employees 124; miscellaneous (tailors, barbers, printers, clerks, stenographers restaurant employees, etc.) 170. About 30% of these are laid off every winter when outside work shuts down such as sewer & water works. The direct cause of other unemployment is the stringency in the money market. People wishing loans on buildings which they wished to erect were unable to procure them throwing a number of mechanics out of

employment. The city has put some 40 men to work who were in want. The city is putting some 100 men to work on the Dominion Exhibition Buildings in a few days; this will relieve the situation somewhat. There will be a number of idle men during the balance of the winter. The general opinion is that with the opening of spring building activity will again revive and the labour market will greatly improve.

Edmonton, Alta.—The number of unemployed is as follows:—

Building Trades	400
Other Trades	100
Unskilled Labourers	150
Total	650

The large number of people attracted to Edmonton by the general prosperity is the chief cause. So few having money to invest in building, and the lack of money by the city to go on with public improvements are other causes. As the weather has been exceptionally mild only about 1-3 of these are idle on account of the season.

The Provincial Government is proceeding with the erection of the Parliament building by day labor and is giving employment to a number. The city is opening up gravel pits and will put on more men and teams to haul gravel for street improvements and construction.

British Columbia.

Nelson, B.C. — See statement contained in monthly report.

New Westminster, B.C.—A conservative estimate of the number of unemployed of all classes in this city and district would be about 300, there cannot be said to be many destitute, as a number have been steadily employed during the greater part of last year and consequently are in a position to do without employment for a time at least. In this city and district there are a number of unemployed men for a short time every winter, as the weather conditions are not suitable for outdoor work, but the present winter is somewhat unusual owing to the arrival of a large number of men in the late fall months. No special effort is being made by the city or district officials to provide employment, and there is not much prospect of a change in conditions for the next two months at least. It is expected that with the opening of the spring work all surplus men will be employed.

Vancouver and Victoria, B.C.—See monthly reports of correspondent for detailed statements.

Nanaimo, B.C.—An unusual quietness in the lumber business is caused by the scarcity of money causing a cessation of orders. The supply of logs especially second and lower grades has been far in excess of the present demand. Last fall the Coal Co., contracted for a large supply of foreign coal so that they could be sure to fill their large contracts. The Pacific Coast Coal operators in view of the shortage last year also contracted for a large supply of coal to meet demands this winter. In addition the stringency of the money market which has been so great on the American side (the principal market) combined with an exceptionally mild winter has thrown a large amount of coal on the market causing a slackness of work in the mines. The coal trade, however, is expected to resume normal conditions about April. There are about 600 men in the coal mines idle. There is no evidence of any change for the better in the lumber business.

It is expected that grading will commence soon on the extension to the railroad which will give work to a good many men.

Altogether there are nearly 1,000 idle men in this district. There has been nothing done by the municipality or government as yet to relieve the situation.

ANNUAL CONVENTION OF DISTRICT ASSOCIATION NO. 6, WESTERN FEDERATION OF MINERS.

THE tenth annual convention of District Association No. 6 of the Western Federation of Miners was held at Greenwood, B. C., January 1–4, 1908.

The association comprises all of the local unions of the Western Federation of Miners in the Province of British Columbia, its authority being superior to that of the local union, but inferior to that of the international organization. The tax-paying membership of the district is about 4,000. Its finances are maintained by a levy of 40 cents per annum on each member in good standing of each local union, the tax being paid quarterly. By a member in good standing is meant one who is not over two months in arrears for dues, fines or assessments. Any important action taken by the executive is submitted for the approval of the membership through a referendum.

The convention held during January was larger than any previously held. Resolutions were passed as follows:—

1. Condemning the Industrial Disputes Investigation Act, 1907.

2. Protesting against the decision of the arbitration board under the Industrial Disputes Investigation Act in the case of the Consolidated Mine and Smelter Company of Canada vs. the Moyie Miners' Union.

3. Protesting against the immigration policy of the Dominion and Provincial governments, and condemning the attitude of the lieutenant-governor of British Columbia towards organized labour and Oriental immigration.

4. Favouring the sanitary inspection of boarding houses in and around mines, mills and smelters in British Columbia.

5. Favouring the enactment of a universal eight-hour day.

6. Favouring the opening of co-operative stores on the Rochdale system, with a view of establishing wholesale distributing centres later in the Crow's Nest district, the Slocan district, the Nelson and Rossland districts and the Boundary district. Localities wishing to start a store of this kind were recommended to communicate with Grand Forks, where an enterprise of this description was stated to be in successful operation.

7. Recommending that a referendum vote be taken on the question of a home for the aged, sick and indigent members of the union.

THE EDWARD MEDAL FOR COURAGE IN MINES OR QUARRIES.

DURING the month of January a circular communication was received by His Excellency the Governor-General of Canada, from the office of the Secretary of State for the Colonies, Great Britain, informing the Canadian Government that His Majesty the King has been pleased to institute a medal, to be called the Edward medal, for the purpose of distinguishing by some mark of the Royal favour the many heroic acts performed by miners, quarrymen and others, who endanger their own lives in saving or endeavouring to save the lives of others, from perils in mines or collieries within His Majesty's Dominions, Protectorates, etc.

The medal is to be of two classes; the Edward medal of the first-class to consist of a circular medal of silver with the effigy of His Majesty on the obverse, and on the reverse a design representing the rescue of a miner with inscription, "For courage"; the Edward medal of the second-class to consist of a circular medal of bronze of similar design.

Conditions of Award.

The medal may be bestowed on persons of either sex and of any nationality, who have endangered their lives in saving or attempting to save the lives of others in or about a mine or quarry,

either above or below ground. It is, however, His Majesty's desire that the medal should not be given for rash or injudicious attempts at saving life however gallant they may be; as for instance in cases where those who attempted to rescue others have themselves to be rescued and thus only aggravate the danger. No award is to be made except on the recommendation of the principal Secretary of State for the Home Department. Applications for the medal will be dealt with as they arise. In the case of Canadian applicants, the officer administering the government of Canada is requested to submit to the Secretary of State for the Colonies, for the consideration of the Secretary of State for the Home Department, any instances that may be brought to his attention of exceptional courage of the nature indicated, accompanied by such observations and documents as he may think proper. The names of those upon whom the decoration is conferred will be published in the London *Gazette*.

The awarding of this medal will not be in substitution for the Albert medal, but both medals will not be bestowed in respect of the same action. It is intended that the qualification for the Edward medal, although not so high as for the Albert medal shall be of a high and exceptional order and grants will be reserved for such cases.

The Edward medal is to be suspended from the left breast. The riband which is an inch and three-eighths in width, is dark blue with a narrow yellow stripe on either side. When the medal is awarded to a woman it is to be worn on the left shoulder, suspended from a riband of the same width and colour, fashioned in a bow.

Bars and Erasures.

Any act of gallantry which is considered worthy of recognition by the awarding of the Edward medal, but which is performed by one upon whom the decoration has already been conferred, may be recorded by a bar attached to the riband by which the medal is suspended. For each such additional act an additional bar may be added.

If any person on whom either of the decorations is conferred is subsequently guilty of any crime or disgraceful conduct his name is to be erased forthwith by special warrant from the registry of those upon whom the decoration has been conferred, the medal being forfeited. The person to whom a medal is given must, before receiving the same, enter into an agreement to return it if his name shall be so erased. The Sovereign is to be the sole judge of the circumstances demanding such forfeiture. A medal thus forfeited may be regranted.

THE FISHERMEN'S UNION OF NOVA SCOTIA—THIRD ANNUAL CONVENTION.

THE third annual convention of the Fishermen's Union of Nova Scotia was held at Halifax on September 26th, 1907*. There was a fair attendance of delegates, representing stations in the counties of Shelburne, Queen's, Digby and Cape Breton, all of which were reported in a flourishing condition, with large accessions to membership, in most cases during the present year. It was stated that work of an important nature had been accomplished since the last general meeting, and the organization was said to be growing in popular favour. This was manifested by requests from several quarters for information as to procedure in forming the stations.

Officers for the ensuing year were appointed as follows: D. Scott, Main à Dieu, C. B., president; G. A. Hemcon, Arnold, Shelburne County, vice-president; Bernard Cummings, Port-Joli, Queen's County, secretary-treasurer. The executive board was completed by the election of M. C. Swim, W. Edwards, John M. Ferguson and Augustus Harris.

The following is a synopsis of the resolutions adopted at the three sessions of the convention, forming the basis of

*The Department has received the present report during January by courtesy of Mr. M. H. Nickerson of Clark's Harbour, N. S.

the petitions which have been addressed to the Dominion and Provincial governments:—

1. That the government be asked to revoke the order-in-council regarding the issuing of new licenses for the canning of lobsters.

2. That an appeal be made to the proper authorities with a view to securing better transportation facilities for the marketing of fish products along the seaboard of Nova Scotia and the Island of Cape Breton.

3. That the Federal government be requested to consider a scheme for the paying of a bounty for catching dog-fish as a means of mitigating the pest, and thus protecting the inshore and deep sea fishing grounds.

4. That the government be asked to re-arrange the fishing bounty schedule, so as to pay an equal sum to the men engaged in the deep sea fisheries, whether prosecuting the same in decked vessels or in open boats.

5. That the government be petitioned to amend the law relating to the size limit of lobsters, to suit circumstances and conditions of the various localities on the coast.

6 That the Federal government be asked to enact a law prohibiting the operations of beam-trawlers, steam-drifters, and all other destructive methods of taking fish within the territorial waters of eastern Canada.

7 That the government be memorialized to provide a pension for fishermen who by old age, or for other causes, are rendered incapable of earning a livelihood by their occupation.

8 That the government be asked to institute an inexpensive insurance system for fishermen as a protection to their families in case of death or accident, the benefits of which shall be available to such fishermen as voluntarily contribute to the maintenance of the fund created for the purpose specified.

9 That the government be asked to appoint an advisory board to confer with and advise the Marine and Fisheries department on all questions affecting the fisheries, the members of said board to be selected from the Fishermen's Union, and composed of practical men free from political control.

10 That the Fisheries department be requested to enforce the law in regard to the catching and sale of lobsters under the legal size limit.

11 That the Provincial government be asked to give to the fishing industry the same encouragement as is given to the other industries and callings in the province, by the appointment of one or more instructors to visit the different localities, and by means of addresses, acquaint the fishermen with the latest and most effective methods and the best markets for their products.

12 That the Federal government be asked to take measures for establishing a salt water hatchery for the probagation of cod and other food fish in St. Mary's Bay, located in western Nova Scotia, in accordance with the recommendation of the fishery commission in 1904, endorsed by the Fishermen's Union at their annual convention in 1906.

13 That the government be urged to order the inspection of live lobsters (designed for export) at the various points of collection on the coast, instead of at the port of transhipment, as is the present custom, such a measure being necessary to prevent abuses of the law and damage to the lobsters by unpacking while in transit (*).

A motion favouring the use of the purse-seine—now forbidden within the three-mile limit—insofar as it applies to the taking of pollock, was deferred till the next annual meeting; the various stations of the Union, in the meantime, will formulate an opinion on that subject on which action will be taken in full council.

The next annual convention will be held in Halifax on September 3, 1908.

(*) This request has since been granted and arrangements were made at the opening of the present lobster season for carrying out the new regulation.

GOVERNMENT OWNERSHIP OF TELEPHONES IN MANITOBA—PURCHASE OF BUSINESS OF BELL TELEPHONE COMPANY BY GOVERNMENT OF MANITOBA.

ON the fifteenth of January, the government of the Province of Manitoba took over the entire business of the Bell Telephone Company in the Province of Manitoba. The terms of the purchase were as follows: $3,300,000 for the business and plant as a going concern, and $100,000 for supplies and equipment, the payment to be made in bonds of the Province payable in forty years and bearing interest at the rate of four per cent.

On December 10, 1907, there were 14,195 telephones in the Province of Manitoba; 8,890 of this number were connected with the Winnipeg exchange, 780 with the Brandon exchange, and the balance distributed amongst 65 smaller points, practically covering the whole telephone area of the province.

An engineer appointed by the Government of Manitoba prepared the following estimate of the value of the plant in Manitoba:

Winnipeg plant, $1,584,000.
All other exchanges and farm lines $712,500.
1,192 miles long distance pole lines, $333,780.
331 long distance circuit miles No. 10 (524 lbs.) copper at $143, $47,333.
2,044 long distance circuit miles No. 12 (346 lbs.) copper at $100, $204,400.
124 long distance circuit miles No. 9 iron at $40, $4,960
75 toll offices at $175, $13,125.
Total, $2,900,098.
Engineering and real estate, $310,000.
Total value exclusive of supplies, $3,210,098.

A condition of the sale was that employees of the company would be retained for at least one year, subject to dismissal for incapacity or other cause. No changes of importance have taken place amongst the staff, except that some of the operators have been discharged because of the decrease in business incidental to this season of the year. The company reserved the right to operate through lines connecting the systems of Ontario and Saskatchewan.

The management of the telephone system has been placed in the hands of a commission composed of men previously in charge for the Bell Company.

LABOUR ORGANIZATIONS IN CANADA DURING 1907.

TABLES are published herewith containing a list, by industries and groups of trades, of the labour organizations formed and dissolved in Canada during the year 1907, with details relating to locality, date of organization and other particulars. *

The General Result.

According to the information received by the Department, the total number of labour organizations formed in Canada during 1907 was 232, and of organizations dissolved, 58, being a net increase during the year of 174 in the number of organizations in existence. Compared with the three preceding years, the returns show a marked increase in the activity of organization. In 1906, the number of organizations formed was 154, and of organizations dissolved 85, a gain of only 69. In 1905, there was a net loss of 2, the unions formed numbering 103, and of unions dissolved, 105. There was an increase of 44 in the number of unions during 1904. The year 1903 alone, since the inauguration of the present record by the Department, was more active than the season just past in respect to the organization of workmen, the number of unions formed in that year being 275, and of unions dissolved 54, a net increase of 221.

* The tables are based on information collected by the Department of Labour during the year from the daily press, the trade journals of the different central labour organizations, and other sources, details having been obtained or verified by correspondence with the secretaries of unions, the organizers of central bodies, the correspondents of the *Labour Gazette*, and other persons in a position to furnish accurate information. Instances may have occurred of labour organizations in particular localities having been formed or dissolved without the fact being reported to the Department, though the extent of organization and dissolution in the several trades or provinces is indicated with considerable accuracy in the table. It was found difficult, however, in some instances to obtain exact information with regard to the causes leading to the surrendering of charters.

The Record by Industries and Trades.

The following is a statement, by industries and groups of trades, of the labour organizations formed and dissolved in Canada during 1907:—

Trades and labour councils.—Trades and labour councils were organized, at Ottawa, Ont., Fort William, Ont., and Cranbrook, B. C. The Ottawa council is in affiliation with the National Trades and Labour Council; it was originally organized in 1904, but remained inactive during 1905 and 1906. The Fort William and Cranbrook councils are chartered by the Trades and Labour Congress of Canada.

Fishing.—A Weir Owners' and Fishermen's Union was organized in Charlotte County, N. B., under the act passed by the New Brunswick Legislature in 1905. (*).

Mining.—Eleven new branches of the United Mine Workers of America were organized in Western Canada. Of these, one went out of existence prior to the close of the year. Five branches of the Western Federation of Miners, all in British Columbia, were organized; and a branch of this organization at Nanaimo was dissolved. A Union of Quarrymen was formed at Terrebonne, Que., and a lodge of the Provincial Workmen's Association at No. 6 Colliery, Glace Bay, N. S.

The building trades.—As in 1906, the largest number of new unions formed in the building trades was among carpenters and joiners, 13 branches of the United Brotherhood of Carpenters and Joiners, and 3 branches of the Amalgamated Society of Carpenters and Joiners having been organized. In addition, a district council of the United Brotherhood of Carpenters and Joiners was formed at Toronto, Ont., and a Pile Drivers' and Bridge Carpenters' Union at Vancouver, B. C. The Bricklayers' and Masons' International Union and the Brotherhood of Painters, Decorators and Paper Hangers of America each organized 4 branches; 3 branches of the latter formed in 1902, 1904 and 1906 respectively, were dissolved. The Wood, Wire and Metal Lathers' International Union, the Operative Plasterers' International Association, and the International Hod Carriers' and Building Labourers' Union each organized 3 branches. The United Association of Journeymen Plumbers, Steamfitters, Gas Fitters' and Steamfitters' Helpers organized 2 new Unions and the Journeymen Stonecutters' Union of North America and Granite Cutters' International Association of America, one each. A National Metal Lathers Union and a Granite Workers' Union were also formed. Branches of the United Association of Plumbers, Steamfitters, Gas Fitters and Steamfitters' Helpers and of the International Hod Carriers' and Building Labourers' Union were dissolved, together with a Rock Drillers' and Helpers' Union in affiliation with the American Federation of Labour. Altogether, there were 41 labour organizations formed and 6 dissolved in the building trades in Canada during 1907.

The Metal, engineering and shipbuilding trades.—The largest number of organizations formed was among blacksmiths and electrical workers, the International Brotherhood of Blacksmiths and the International Electrical Workers' Union each having organized 7 unions in 1907. Two branches of the latter association went out of existence during the year. The International Brotherhood of Boilermakers and Iron Shipbuilders organized 6 branches and withdrew the charters of 5, while the International Association of Machinists organized 4 branches and withdrew the charters of 2. The Amalgamated Sheet Metal Workers' International Alliance formed 4 branches, and dissolved 1. Two branches each of the Iron Moulders' Union of North America and of the Metal Polishers Buffers, Platers, Brass Moulders and Brass and Silver Workers' International Union were formed. Among stationary engineers, 3 branches of the Canadian Association of Stationary Engineers were organized, 2 of the International Union of Steam Engineers and a Union Canadienne des Ingénieurs Stationnaires, while a branch of the International Union of Steam Engineers and a Marine Firemen's Union went out of existence.

For statement re provisions of the act see the *Labour Gazette* for August, 1905, page 177.

A Master Horseshoers' Protective Association and a branch of the International Union of Journeymen Horseshoers were formed. Other new organizations were, a branch of the Stove Mounters' and Steel Range Workers' International Union of America, a Union of employees in a tinware manufacturing establishment in Montreal, and a Ship Carpenters' International Union in the same city. An International Jewellery Workers' Union at Toronto, Ont., was dissolved.

The Woodworking and furnishing trades.—A branch of the Pattern Makers' League of North America and a Carriage Workers' International Union were formed, and branches of the Amalgamated International Woodworkers' Union and of the International Wood Carvers' Association dissolved.

The Printing and allied trades.—Five branches of the International Typographical Union were organized and one dissolved in 1907. Other Unions formed were, 2 branches of the International Brotherhood of Paper Makers, and branches of the International Stereotypers and Electrotypers' Union and of the International Union of Bookbinders. A branch of the Lithographers' International Protective Association and a branch of the International Association of Pulp Paper Workers were dissolved.

The clothing trades.—Two branches of the Journeymen Tailors' Union of America were formed and two dissolved. The United Garment Workers of America organized 3 new branches and disbanded 1. Two branches of the International Boot and Shoe Workers' Union were formed, together with a Moccasin Union in affiliation with the American Federation of Labour. A fur workers' union was dissolved.

The textile trades.—Ten branches of the Federation of Textile Workers of Canada were organized in the Province of Quebec, one of which represented the absorption of a National Union of Textile Workers; 2 branches of the Federation were dissolved. A Tapestry Workers' Union was organized at Guelph, Ont.

The leather trades.—An International Saddlers' Union was dissolved at Montreal, Que., and a branch of the International Brotherhood of Leather Workers on Horse Goods was formed at Ottawa, Ont.

Food and tobacco preparation.—Three branches of the United Brewery Workers of America, and 2 of the Journeymen Bakers and Confectioners' International Union, together with a Butcher Workmen's Union were organized.

Hotel and restaurant employees.—The Hotel and Restaurant International Alliance and Bartenders' International League of America organized 6 new branches in 1907. The National Association of Cooks and a branch of the Hotel and Restaurant Employees' National Association of Canada (Waitresses) were formed at Montreal, Que.

The railway service.—Among railway employees, the chief activity in the formation of organizations was shown by the International Brotherhood of Maintenance-of-Way Employees, which organized no less than 32 branches during the year. Some 19 branches of the same organization were consolidated or amalgamated with other lodges. The Brotherhood of Railway Carmen of America organized 9 branches, the Brotherhood of Locomotive Firemen and Enginemen, 5 branches, and the Brotherhood of Locomotive Engineers, 2 branches. The Brotherhood of Railway trainmen and the Order of Railroad Telegraphers each organized one branch, while a local Station Freight Clerks' Union was formed at Halifax, N. S. The only railway union reported as dissolved during 1907, apart from those that were absorbed, was a branch of the Brotherhood of Railway Carmen at Sydney, N. S. Altogether, there was a net increase of 32 in the number of railway unions in existence in Canada during 1907.

Street railway employees.—A national Union of Street Railway Employees was formed at Hamilton, Ont., and a branch of the Amalgamated Association of Street and Electric Railway Employees at St. Thomas, Ont. The Hamilton National Union subsequently became inactive.

General transport.—Two unions of longshoremen were formed, one being in affiliation with the International Longshoremen, Marine and Transport Workers'

Association. A branch of the International Brotherhood of Team Drivers, a Team Owners' and Coal Handlers' Association and a National Cab Drivers' Union were also organized.

Miscellaneous.—A Civil Service Association was formed at Ottawa, Ont., composed of employees of the Government of Canada, with the immediate object of making representations to a Royal Commission appointed by the government to enquire into and report upon conditions in the Civil Service. The association was subsequently organized on a permanent basis. The school teachers of the Province of Ontario also formed an organization during April. At Maisonneuve, Que., a Federation of Civic Employees was organized, while 3 National Unions of the same class were formed in Montreal. Clubs Independants des Ouvriers were organized at Hull, Que., and at Sherbrooke, Que., and an Association Nationale des Employés du Commerce et de l'Industrie at St. Hyacinthe, Que. Among retail clerks, an independent association was formed at Quebec, Que., and a similar association dissolved at Berlin, Ont. A Union in affiliation with the Retail Clerks' International Protective Association was formed at Brantford, Ont., in March, 1907, and was disbanded in the following May. Another branch of the same organization was formed at Calgary, Alta., and a branch disbanded at Hamilton, Ont. The American Federation of Musicians organized 4 branches and the International Glass Workers' Union 1 branch.

Unskilled labour.—Four Federal Labour Unions and one Amalgamated Labour Union were formed, 3 of the former being chartered by the Trades and Labour Congress of Canada and 1 by the American Federation of Labour.

Aggregate Results by Industries and Groups of Trades, 1903, 1904, 1905, 1906, and 1907.

The accompanying table sets forth the aggregate number of labour organizations formed and dissolved in Canada during 1907, according to industries and groups of trades, compared with the years 1906, 1905, 1904 and 1903:—

TABLE SHOWING BY INDUSTRIES AND GROUPS OF TRADES THE NUMBER OF LABOUR ORGANIZATIONS FORMED AND DISSOLVED IN CANADA DURING 1903, 1904, 1905, 1906 and 1907.

Industries or Groups of Trades.	1903		1904		1905		1906		1907	
	Unions Formed	Unions Dissolved.	Unions Formed	Unions Dissolved.	Unions Formed	Unions Dissolved.	Unions Formed	Unions Dissolved.	Unions Formed	Unions Dissolved.
Agriculture	13	1	.....	1	.....	.....	.....	.....	.....	.....
Fishing	1	.....	.....	.....	5	.....	12	.....	1	.....
Lumbering	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Mining	13	2	14	4	3	1	7	5	19	2
Building	48	4	35	25	22	13	44	18	41	6
Metal	42	6	25	12	11	13	18	14	43	13
Woodworking	14	2	1	13	54	8	2	2	2	2
Printing	7	4	9	1	12	2	5	3	9	3
Clothing	5	2	20	3	7	4	7	6	8	4
Leather	3	2	1	.....	2	2	3	.....	1	1
Textile	.....	.....	.....	.....	.....	.....	11	.....	11	3
Food & Tobacco Preparation	9	2	2	11	7	4	1	1	6	.....
Hotel and Restaurant employees	.....	*	.....	.....	.....	.....	.....	.....	8	.....
Railway Employers	.....	†	.....	.....	.....	.....	.....	.....	51	20
Street Railway Employees	.....	†	.....	.....	.....	.....	.....	.....	2	1
General Transport	61	8	21	18	18	50	19	18	5	.....
Miscellaneous	32	11	14	14	6	1	13	13	17	3
General Labour	20	10	5	7	4	2	4	2	5	.....
Trades & Labour Councils	8	.....	5	.....	2	1	8	2	3	.....
	275	54	148	104	103	105	154	85	232	58

* Included under "Food and Tobacco Preparation" in 1903, 1904, 1905 and 1906.
† Included under "General Transport" in 1903, 1904, 1905 and 1906.

It will be seen from the table that the number of labour organizations has increased in all the industries and groups of trades with the exception of the woodworking and leather trades, in both of which the number remained unchanged. The largest net increase, namely, 35 organizations, took place, as in 1906, in the building trades, the railway service following with an increase of 31 and the metal trades with an increase of 29. There was an increase of 16 in the number of miners' unions, of 14 in the number of miscellaneous organizations, and of 8 in the number of textile unions. Compared with previous years, the activity of organization was greater during 1907 in almost every branch than in any year since 1903. In the mining industry, the increase was the largest since the record of the Department was inaugurated. The largest gain reported in any industry or trade in 1906 was 26 organizations (*).

Record by Provinces, 1903, 1904, 1905, 1906 and 1907.

In the accompanying table, the number of Unions formed and dissolved during the years 1903, 1904, 1905, 1906 and 1907 are set forth by provinces:—

TABLE SHOWING BY PROVINCES THE NUMBER OF LABOUR ORGANIZATIONS FORMED AND DISSOLVED IN CANADA DURING 1903, 1904, 1905, 1906 and 1907.

Province.	1903		1904		1905		1906		1907	
	Unions Formed	Unions Dissolved	Unions Formed	Unions Dissolved	Unions Formed	Unions Dissolved	Unions Formed	Unions Dissolved	Unions Formed	Unions Dissolved
Nova Scotia	26	2	10	5	13	5	14	8	11	1
Prince Edward Isle	.....	2	.....	.....	.....	1	.....	3	.....	.....
New Brunswick	22	2	3	4	5	6	1	5	1	1
Quebec	62	11	38	15	18	18	37	19	51	11
Ontario	125	28	62	65	40	57	44	31	94	33
Manitoba	10	.....	12	3	9	5	17	3	6	4
Saskatchewan	7	.....	13	4	5	.....	10	1	13	1
Alberta		.....			9	1	18	5	28	1
British Columbia	23	9	10	8	4	8	12	8	22	6
Yukon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	275	54	148	104	103	101	153	85	232	58

The largest number of Unions formed and dissolved was, as in previous years, in Ontario and Quebec, the net increases being 61 and 40 respectively. The activity of organization in Western Canada, which was a feature of 1906, was continued during the past year, Manitoba alone of the Northwest Provinces showing a decrease in the number of Unions formed. In Saskatchewan, Alberta and British Columbia, the net gains were 12, 27 and 16 respectively, compared with gains of 9, 13 and 4 in 1906.

Record by Months of Labour Organizations Formed, 1904, 1905, 1906 and 1907.

The Department secured information with regard to the date of formation of 171 labour organizations formed during 1907, compared with 127 during 1906, 94 during 1905, 113 during 1904 and 243 during 1903. The record by months for each of these years is shown in the following table:—

TABLE SHOWING BY MONTHS, NUMBER OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1903, 1904, 1905, 1906 and 1907.

Month.	Number of Organizations Formed.				
	1903	1904	1905	1906	1907
January	25	13	18	6	23
February	17	15	2	7	15
March	39	10	9	10	19
April	43	10	8	7	12
May	25	14	13	15	13
June	22	10	7	7	20
July	21	7	7	15	13
August	11	11	6	17	14
September	9	7	7	11	11
October	17	5	6	24	15
November	9	9	7	3	8
December	5	2	3	5	8

* See *Labour Gazette* for February, 1907, page 880.

It will be seen that the month of January, with a record of 23 new organizations, June with 20, March with 19, February and October with 15 each, August with 14, and May and July with 13 each, were the most active months for labour organization during 1907. Compared with 1906, every month, with the exception of May, July, August and October, showed an increase.

Operations of Central Organizations During 1906.

The following table, based upon the detailed returns presented herewith of the labour organizations formed and dissolved during 1906, shows the number of charters issued in Canada by certain central international organizations during 1907. A record of the number of charters withdrawn by or returned to these organizations is also given, only such unions being included as the Department has secured full information concerning, and no record being made of affiliations with either of the trades and labour congresses of Canada. (*).

The Provincial Workmen's Association organized one lodge during 1907.

The Federation of Textile Workers of Canada organized 10 branches and disbanded 2.

*Statements relating to the membership of the Trades and Labour Congress of Canada and the National Trades and Labour Congress of Canada during 1906-1907, appeared in the October, 1907, issue of the Labour Gazette at pages 425-6 and 434 respectively.

TABLE SHOWING NUMBER OF CHARTERS ISSUED AND WITHDRAWN IN CANADA DURING 1907 BY INTERNATIONAL LABOUR ORGANIZATIONS.

Name of Organization.	Number of Charters issued.	Number of Charters withdrawn or returned
Mining—		
Western Federation of Miners	5	1
United Mine Workers of America	12	1
Building Trades—		
Bricklayers and Masons' International Union	4	.....
Operative Plasterers International Association	3	.....
Wood Wire and Metal Lathers International Union	3	.....
Amalgamated Society of Capenters and Joiners	14	.....
United Brotherhood of Carpenters and Joiners	3	.....
Inter. Bro. of Painters, Decorators and Paperhangers of America	4	3
United Assoc. of Plumbers, Gas and Steamfitters and Steamfitters' Helpers	2	1
Journeymen Stonecutters' Assoc. of North America	1	.....
Granite Cutters' Inter. Association	1	.....
Inter. Hod Carriers and Builders Labourers' Union of America	3	1
Metal Trades—		
Iron Moulders Union of North America	2	.....
Inter. Bro. of Boiler Makers and Iron Shipbuilders	6	5
Inter. Bro. of Electrical Workers and Linemen	7	2
Inter. Assoc. of Machinists	4	2
Inter. Assoc. of Steam Engineers	2	1
Inter. Bro. of Blacksmiths	7	.....
Inter. Bro. of Journeymen Horseshoers	1	.....
Amalgamated Sheet Metal Workers International Alliance	4	1
Stove Mounters and Steel Range Workers' Inter. Union	1	.....
Inter. Jewellery Workers Union	.....	1
Woodworking Trades—		
Pattern Makers' League of N. A	1	.....
Amal. Inter. Woodworkers' Union	.....	1
Inter. Woodcarvers' Association	.....	1
Printing Trades—		
Inter. Typographical Uinon	5	1
Inter. Stereotypers and Electrotypers	1	.....
Inter. Bro. of Bookbinders	1	.....
Lithographers Protective Association	.....	1
Inter. Bro. of Paper Makers	2	1
Clothing Trades—		
Journeymen Tailors' Union of North America	2	2
United Garment Workers of America	3	1
Boot and Shoe Workers' Inter. Union	2	.....
Leather Trades—		
United Bro. of Leather Workers on Horse Goods	1	1
Food and Tobacco Preparation Trades—		
Pattern Makers' League of N. A	1	.....
Journeymen Bakers and Confectioners' Inter. Union	2	.....
United Brewery Workers of America	3	.....
Railway Service—		
Bro. of Locomotive Engineers	2	.....
Bro. of Locomotive Firemen	5	.....
Bro. of Railway Trainmen	1	.....
Bro. of Railway Carmen	9	1
Order of Railway Telegraphers	1	.....
Bro. of Maintenance of Way Employees	32	
General Transport—		
Inter. Team Drivers' Union	.....	3
Inter. Longshoremen's Association	1	1
Amal. Society of Street and Electric Ry. Employees	1	.....
Miscellaneous Trades—		
Hotel and Restaurant Employees' Inter. Alliance and Bartenders' Inter. League	6	.....
American Federation of Musicians	4	.....
Retail Clerks' Association	2	-
Inter. glass Workers' Union	1	.....
General Labour—		
Federal Labour Union	1	.....

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, SERIES F., No. 10.

TABLE OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1907.

Name and Class of Organization.	Locality.	Date of Organization.
Trades and Labour Councils—		
National Trades and Labour Council (1)	Ottawa, Ont.	October.
Trades and Labour Council	Fort William, Ont.	June.
Trades and Labour Council	Cranbrook, B.C.	"
Fishing—		
Weir Owners' and Fishermen's Union	Charlotte Co., N.B.	February 18.
Mining—		
Union des Carriers (Quarrymen) de Terrebone,(Local)	Terrebonne, Que.	July.
Independence Lodge, P. W. A., (Mechanics about collieries)	No. 6 Colliery, Glace Bay, N.S.	January.
United Mine Workers of America, No. 2,672	Roche Percee, Sask.	December 19
United Mine Workers of America, No. 2,655	Edmonton, Alta.	October
United Mine Workers of America, No. 2,540	Edmonton, Alta.	September 22.
United Mine Workers of America, No. 2,548	Strathcona, Alta.	September 23.
United Mine Workers of America, No. 2,618	Strathcona, Alta.	October 29.
United Mine Workers of America, No. 2,178	Diamond City, Alta.	June 16.
United Mine Workers of America, No. 1,058	Hillcrest, Alta.	September 1.
United Mine Workers of America, No. 2,378	Cardiff Mounville, Alta.	July 17.
United Mine Workers of America, No. 2,352	Lundbreck, Alta.	July 2.
United Mine Workers of America, No. 2,497	Hosmer, B.C.	August 24.
United Mine Workers of America, No. 2,497	Hosmer, B.C.	August 24.
United Mine Workers of America, No. 2,299	Woodpecker, Taber, Alta.	June 8.
United Mine Workers of America, No.	Nanaimo, B.C.	August.
Western Federation of Miners, Miners' Union, No. 163	Boundary Falls, B.C.	
Western Federation of Miners, Miners and Millmen, No. 161	Hedley, B.C.	July 17.
Western Federation of Miners, Miners Union, No. 105	Trail, B.C.	February 1.
Western Federation of Miners, Miners & Smeltermen's U. No 217.	Crofton, B.C.	.....
Western Federation of Miners, Miners' & Smeltermen's U. No. 227.	Marysville, B.C.	No ember 26.
The Building Trades—		
Bricklayers and Masons International Union, No. 31	Cornwall, Ont.	April 3.
Bricklayers and Masons International Union, No. 33	Haileybury, Ont.	October 5.
Bricklayers and Masons International Union. No.32	Welland, Ont.	.....
Bricklayers and Masons International Union, No. 4	Strathcona, Alta.	June.
District Council, United Brotherhood of Carpenters & Joiners	Toronto, Ont.	.....
United Bro. of Carpenters and Joiners of America No. 1865	North Sydney, N.S.	.....
United Bro. of Carpenters and Joiners of America, No. 1832	Kentville, N. S.	.....
United Bro. of Carpenters and Joiners of America, No. 1940	Montmorency Falls, Que.	December 11.
United Bro. of Carpenters and Joiners of America, No. 1888	Montreal, Que.	June.
United Bro. of Carpenters and Joiners of America, No. 1323	Hamilton, Ont.	January 29.
United Bro. of Carpenters and Joiners. No.	London, Ont.	November.
United Bro. of Carpenters and Joiners of America, No. 1825	Sault Ste Marie, Ont.	April
United Bro. of Carpenters and Joiners of America, No. 1222	Fort Frances, Ont.	March 9.
United Bro. of Carpenters and Joiners of America No. 1837	Kenora, Ont.	May.
United Bro. of Carpenters and Joiners of America, No. 1867	Regina, Sask.	June.
United Bro. of Carpenters and Joiners of America, No. 1702	Vegreville, Alta.	.....
United Bro. of Carpenters and Joiners of America No. 1828,	Vernon, B.C.	.....
United Bro. of Carpenters and Joiners of America, No. 1861	Victoria, B.C.	.....
Amalgamated Society of Carpenters and Joiners	Ottawa, Ont.	May 17.
Amalgamated Society of Carpenters and Joiners	Toronto, North, Ont.	January 22.
Amalgamated Society of Carpenters and Joiners	Winnipeg,(Elmwood) Man.	May 21.
Pile drivers and Bridge Carpenters' Union	Vancouver, B.C.	November 5.
Bro. of Painters, Decorators & Paper Hangers of A., No. 359	Montreal, Que.	June 14.
Bro. of Painters, Decoratiors and Paper Hangers of A., No. 219	Toronto, Ont.	March 6.
Bro. of Painters, Decorators and Paper Hangers of A., No. 711 (2)	Guelph, Ont.	March 14.
Bro. of Painters, Decorators and Paper Hangers of A., No. 384	Welland, Ont.	.....
Metal Lathers National Union	Montreal, Que.	April.
Wood, Wire and Metal Lathers Inter. Union, No. 153	Montreal, Que.	June.
Wood, Wire and Metal Lathers Inter. Union, No. 145	Hamilton, Ont.	.....
Wood, Wire and Metal Lathers Inter. Union, No. 293	Regina, Sask.	July 19.
Operative Plasterers Inter. Association,	Port Arthur, Ont.	.....

(1) A National Trades Council was organized in August, 1904, but was not active during 1905 and 1906.
(2) A similar organization formed in 1902 dissolved through lack of interest.

DEPARTMENT OF LABOUR, CANADA,
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TABLE OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1907.

Name and Class of organization.	Locality.	Date of Organization.
Operative Plasterers Inter. Association No. 393	Regina, Sask	September 24.
Operative Plasterers Inter. Association	Edmonton, Alta	March.
United Association of Journeymen Plumbers, Steam Fitters, Gas Fitters & Steam Fitter's Helpers, No. 286	London, Ont	January 29.
United Association of Journeymen Plumbers, Steam Fitters, Gas Fitters & Steam Fitter's Helpers, No. 383	North Bay, Ont	January.
Journeymen Stonecutters Union of N. A	Peterborough, Ont	September 5.
Granite Workers' Union	St. John, N. B	November 18.
Granite Cutters Inter. Association of America	Nelson, B.C	September 1.
Inter. Hod Carriers and Building Labourers' Union No. 290	Belleville, Ont	.. ..
Inter. Hod Carriers and Building Labourers' Union, No. 63	Windsor, Ont	.....
Inter. Hod Carriers and Building Labourers' Union	Regina, Sask	July 12.
The Metal, Engineering and Shipbuilding Trades—		
Iron Moulders Union of North America, No. 471	Chatham, Ont	March.
Iron Moulders Union of North America, No. 472	Welland, Ont	.....
Inter. Association of Machinists, No. 809	St. Johns, Que	October 16.
Inter. Association of Machinists, No. 328	Belleville, Ont	June.
Inter. Association of Machinists, No. 28	Kenora, Ont	February 11.
Inter. Association of Machinists, No. 805	Lethbridge, Alta	November.
Stove Mounters and Steel Range Workers Inter. U. of A., No. 36	Brantford, Ont	April 12.
Inter. Brotherhood of Blacksmiths, No. 460	Moncton, N.B	August 24.
Inter. Brotherhood of Blacksmiths, No. 250	Montreal, Que	April.
Inter. Brotherhood of Blacksmiths, No. 460	Montreal, Que	January 26.
Inter. Brotherhood of Blacksmiths, No. 412	Montreal, Que	January, 12.
Inter. Brotherhood of Blacksmiths	Toronto Junction, Ont	August.
Inter. Brotherhood of Blacksmiths, No. 281	Calgary, Altas	February.
Inter.. Brotherhood of Blacksmiths, No. 407	Revelstoke B.C	January 12.
Master Horseshoer's Protective Association (Independent)	St. John, N.B	March 2.
Inter. Union of Journeymen Horseshoers, No. 71	Montreal, Que	.....
Inter. Bro. of Electrical Workers, No. 540 (3)	Ottawa, Ont	February.
Inter. Bro. of Electrical Workers,(Female Telephone Ope.)	Toronto, Ont	February 13.
Inter. Bro. of Electrical Workers, No. 120 (4)	London, Ont	February 12.
Inter. Bro. of Electrical Workers, No. 572	Regina, Sask	June.
Inter. Bro. of Electrical Workers, No. 568	Moose Jaw, Sask	August.
Inter. Bro. of Electrical Workers, No. 589	Saskatoon, Sask	October 18.
Inter. Bro. of Electrical Workers, No. 544	Edmonton, Alta	March 15.
Inter. Union of Steam Engineers, No. 347	Montreal, Que	August 25.
Inter. Union of Steam Engineers, No. 338 (Marine)	Toronto, Ont	April 25.
Union Canadienne des Ingénieurs Stationnaires	Montreal, Que	February.
Canadian Association of Stationary Engineers	Ottawa, Ont	December 13.
Canadian Association of Stationary Engineers	London, Ont	June 22.
Canadian Association of Stationary Engineers	Windsor, Ont	May 17.
Inter. Bro. of Boiler Makers and Iron Ship Builders. No. 378 (5)	Moncton, N.B	February.
Inter. Bro. of Boiler Makers and Iron Ship Builders, No. 505	Fort William, Ont	October.
Inter. Bro. of Boiler Makers and Iron Ship Builders, No. 417	North Bay, Ont	August 19.
Inter. Bro. of Boiler Makers and Iron Ship Builders, No. 451	Winnipeg, Man	.. ..
Inter. Bro. of Boiler Makers and Iron Ship Builders, No. 394 (6)	Ottawa, Ont	February.
Inter. Bro. of Boiler Makers and Iron Ship Builders, No. 178	Moose Jaw, Sask.	April.
Ship Carpenters National Union	Montreal, Que	May.
Metal Polishers, Buffers, Plasters, Brass Moulders and Brass & Silver Workers Inter. Union of N, A., No. 61	Galt, Ont	.....
Metal Polishers, Buffers, Plasters, Brass Moulders and Brass & Silver Workers Inter. Union of N. A., No. 36	Port Colborne. Ont	.....
Amal. Sheet Metal Workers Inter. Alliance, No. 251	Montreal, Que	September 20.
Amal. Sheet Metal Workers Inter. Alliance	Ottawa, Ont	December.
Amal. Sheet Metal Workers Inter. Alliance, No. 384	Regina, Sask	August 23.
Amal. Sheet Metal Workers Inter. Alliance, No. 371	Edmonton, Alta	May 11.
Tinware Employees	Montreal, Que	December.
The Woodworking and Furnishing Trades—		
Pattern Makers' League of North America	Brantford, Ont	.....
Carriage Workers' National Union. No.1	Montreal, Que	May.

(3) A similar union No. 400 was formed in 1903, but dissolved in 1904 through non-payment of dues.
(4) A similar Union was formed in 1900, but dissolved in 1906, through non-payment of dues.
(5) A similar Union was organized in Moncton in 1903 and was dissolved in 1906.
(6) A similar Union was formed in Oct., 1903, but dissolved soon after through non-payment of dues.

DEPARTMENT OF LABOUR, CANADA,
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TABLE OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1907,

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Name and Class of Organization,	Locality.	Date of Organization.
The Printing and Allied Trades		
Inter. Typographical Union, No.553 (7)	Windsor, Ont	September 30.
Inter. Typographical Union, No.575	Port Arthur, Ont	October.
Inter. Typographical Union, No. 551	Lethbridge, Alta	August 24.
Inter. Typographical Union, No. 540	Cranbrook, B.C	September 1.
Inter. Typographical Union, No. 541	Vernon, B.C	August 17.
Inter. Stereotypers and Electrotypers' Union, No. 88	Vancouver, B.C., (8)	June.
Inter. Brotherhood of Bookbinders, No. 173 (9)	Ottawa, Ont	February.
Inter. Bro. of Paper Makers, No. 105	Kingley Falls, Que	August 8.
Inter. Bro. of Paper Makers, No. 35	Hull, Que	January 27.
The Clothing Trades—		
Journeymen Tailors' Union of America, No. 417	Wallaceburg, Ont	January 30.
Journeymen Tailors' Union of America, No. 85	Port Hope, Ont	January 8.
United Garment Workers of America, No. 85	Sherbrooke, Que	Nov. 1.
United Garment Workers of America, No. 210 (Pant Makers)	Toronto, Ont	July.
United Garment Workers of America, No. 190	Windsor, Ont	.. ..
Moccasin Workers Union, (No. 12,484, A. F. of L.) (10)	Fredericton, N.B	March 13.
Inter. Boot and Shoe Workers' Union. No. 4444	Hamilton, Ont	April.
Inter. Boot and Shoe Workers' Union, No. 88	London, Ont	January 28.
The Leather Trades—		
Inter. Bro. of Leather Workers on Horse Goods, No. 162	Ottawa, Ont	March.
The Textile Trades—		
Federation of Textile Workers of Canada, No. 11	Magog, Que	....
Federation of Textile Workers of Canada, No. 12	St. Henri, Que	March 16.
Federation of Textile Workers of Canada, No. 14	Chambly County, Que	March.
Federation of Textile Workers of Canada, No. 16	Montmorency, Que	May 19.
Federation of Textile Workers of Canada, No. 18	St. Hyacinthe, Que	May 18.
Federation of Textile Workers of Canada, No. 19	Sherbrooke, Que	July.
Federation of Textile Workers of Canada, No. 21	Hochelaga, Que	July.
Federation of Textile Workers of Canada, No. 22	Hochelaga, Que	August 10.
Federation of Textile Workers of Canada, No. 23	Hochelaga, Que	November.
Federation of Textile Workers of Canada. No. 24	Montmorency Falls, Que	December 15.
Tapesty Workers' Union	Guelph, Ont	March 15.
Food and Tobacco Preparation—		
Journeymen Bakers and Confectioners' Inter. Union,	Winnipeg, Man	September 29,
Journeymen Bakers and Confertioners' Inter Union, No. 170	Calgary, Alta	August.
Butcher Workmen's Union	Vancouver, B.C	.. ..
United Brewery Workers of America, No. 170	Berlin, Ont	October 14.
United Brewery Workers of America, No. 381 (11)	London, Ont	August 13.
United Brewery Workers of America, No. 152	Vancouver, B.C	.. ..
(11) A similar union, No. 318, formed in 1902, dissolved in 1905,.	Owing to lack of interest.	
Hotel and Restaurant Employees—		
Hotel and Restaurant Employees' National Association of Canada, Waitresses, No. 7	Montreal, Que	March 10.
Hotel & Rest't Emp. Inter. Alliance & Bar's I. L. of A., No. 301.	Kingston, Ont	
Hotel & Rest't Emp. Inter. Alliance & Bar's I. L. of A. No. 784..	New Westminster, B.C	February 16.
Hotel & Rest't Emp. Inter Alliance & Bar's I. L. of A. No. 55....	Edmonton, Alta	March 19
Hotel & Rest't Emp. Inter. Alliance & Bar's I. L. of A. No. 459 Cooks and Waiters)	Victoria, B.C	January.
Hotel & Rest't Emp. Inter. Alliance & Bar's I. L. of A. No. 761 (Bartenders)	Fort William, Ont	.. ..
Hotel & Rest't Emp. Inter. Alliance & Bar's I. L. of A. No. 538 (Bartenders)	Calgary, Alta	October 2.
Cook's National Association, No.5	Montreal, Que	May.
The Railway Service—		
Bro. of Locomotive Engineers, No. 728	Parry Sound, Ont	September.

(7) A similar Union (No. 550) was formed, October 16, 1902 and dissolved, December, 1906.
(8) With jurisdiction extending to Victoria, B.C.; present membership, eight.
(9) A previous Union, formed in 1895, was dissolved in 1905, owing to non-payment of dues.
(10) Originally the "Larrigan Makers' Protective Society Independent".
(12) Former Lodge, No. 448. was organized in 1906, and dissolved March 17, 1907.

DEPARTMENT OF LABOUR, CANADA,
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TABLE OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1907.

Name and Class of Organization.	Locality.	Date of Organization.
Bro. of Locomotive Engineers, No. 723	North Bay. Ont	July 7.
Bro. of Locomotive Firemen and Enginemen, No. 717	Glace Bay, N.S.	June.
Bro. of Locomotive Firemen and Enginemen, No. 706	Sherbrooke, Que	February.
Bro. of Locomotive Firemen and Enginemen, No. 661	Dauphin, Man.	
Bro. of Locomotive Firemen and Enginemen, No. 697	North Battlefrod, Sask	
Bro. of Locomotive Firemen and Enginemen	Saskatoon, Sask.	
Bro. of Railroad Trainmen, No. 776	Sherbrooke, Que	
Order of Railroad Telegraphers, No. 99	Cobalt, Ont	May.
Station Freight Clerks Union (Local)	Halifax, N.S.	Nov. 12.
Bro. of Railway Carmen of America, No. 391	Chaudiere Junction, Que	June.
Bro. of Railway Carmen of America, No. 136	Richmond, Que	June.
Bro. of Railway Carmen of America, No. 198	Montreal, Que	April 16.
Bro. of Railway Carmen of America, No. 460	Montreal, Que	July 19.
Bro. of Railway Carmen of America, No. 10	Bridgeburg, Ont	July 8.
Bro. of Railway Carmen of American, No. 472	Hamilton, Ont	August 26.
Bro. of Railway Carmen of America, No. 463	London, Ont	July 26.
Bro. of Railway Carmen of America, No. 295 (13)	Sarnia, Ont	June 3.
Bro. of Railway Carmen of America, No. 398	Edmonton, Alta	April 10.
Inter. Bro. of Maintenance of Way Employees, No. 227	Glace Bay, N.S.	
Inter. Bro. of Maintenance of Way Employees, No. 528	Bridgewater, N.S.	
Inter. Bro. of Maintenance of Way Employees, No. 529	Shelburne, N.S.	
Inter. Bro. of Maintenance of Way Employees, No. 534	Digby, N.S.	
Inter. Bro. Maintenance of Way Employees, No. 535 of	Windsor, N.S.	
Inter. Bro. of Maintenance of Way Employees, No. 182	Montmorency Village, Que	
Inter. Bro. of Maintenance of Way Employees, No. 217	Alliston, Ont	
Inter. Bro. of Maintenance of Way Employees No. 328,	Bridgeburg, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 502	Blenheim, Ont	
Inter. Bro. of Maintenance of Way Employees, No, 308	Calabogie, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 299	Dutton, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 312	Essex, Ont	January.
Inter. Bro. of Maintenance of Way Employees, No. 264	Harrowsmith, Ont	January.
Inter. Bro. of Maintenance of Way Employees, No. 503	Ingersoll, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 189	Leamington, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 163	Milverton, Ont	
Itner. Bro. of Maintenance of Way Employees, No. 294	Niagara Falls, Ont	February 27.
Inter. Bro. of Maintenance of Way Employees, No. 332	Oil City, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 314	Ridgetown, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 291	St. Thomas, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 45	St. Thomas, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 263	Charbot Lake, Ont	January.
Inter. Bro. of Maintenance of Way Employees, No. 289	Tilsonburg, Ont	
Inter. Bro. of Maintenance of May Employees, No. 320	Tilbury, Ont	
Inter. Bro. of Maintenacen of Way Employees, No. 132	Vermillion Bay, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 331	Melbourne, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 297	Waterford, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 505	Wallaceburg, Ont	
Inter. Bro. of Maintenance of Way Employees, No. 304	Welland, Ont	March.
Inter. Bro. of Maintenance of Way Employees, No.48	North Battleford, Sask	
Inter. Bro. of Maintenance of Way Employees, No. 324	Edmonton, Alta	
Inter. Bro. of Maintenance of Way Employees, No. 533	Duncan, B.C.	
Street Railway Employees—		
National Union of Street Ry. Employees	Hamilton, Ont	February 16.
Amal. Association of Street and Electric Ry. Emp. No. 486	St. Thomas, Ont	October.
General Transport—		
Inter. Brotherhood of Team Drivers	Vancouver, B.C.	
Team owner's and Coal Handlers' Association	Edmonton, Alta	January 16.
National Cab Drivers' Union	Quebec, Que	March 4.
Longshoremen's Protective Association	Halifax, N.S.	June.
Inter. Longshoremen, Marine & Transport Workers. Assoc, No. 767 (Freight Handlers & Warehousemen)	Toronto, Ont	June.
Miscellaneous—		
The Civil Service Association	Ottawa, Ont	May 13.
The Ontario School Teachers Union (14)		April 4.

(13) Former Lodge, No 179, was organized in 1904, and dissolved April 30, 1906.
(14) Including all teachers in the province.

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TABLE OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1907.

Name and Class of Organization.	Locality.	Date of Organization.
Canadian Federation of Civic Employees ,(Independent)	Maisonneuve, Que	.....
Union Nationale d'Employé Civique, No. 2	Montreal, Que	January 21.
Union Nationale d'employé Civique, No. 3	Montreal, Que	February 10.
Union Nationale d'Employé Civique No. 4	Montreal, Que	April 12.
Club Indépendant des Ouvriers	Hull, Que	June.
Club Indépendant des Ouvriers	Sherbrooke, Que	March.
Asso. Nationale des Employés du Commerce et de l'industrie	St. Hyacinthe, Que	October 2.
Retail Grocery Clerk's Association (Independent)	Quebec, Que	March 10.
Retail Clerk's Protective Association, No. 642	Calgary, Alta	October 14.
Retail Clerk's Protective Association	Brantford, Ont	March.
International Glass Workers Union	Winnipeg, Man	.....
American Federation of Musicians, No. 467	Brantford, Ont	December 25.
American Federation of Musicians, No. 124	Galt, Ont	.....
American Federation of Musicians, No. 197	Stratford, Ont	December 20.
American Federation of Musicians, No. 390	Edmonton, Alta	.....
Unskilled Labour—		
Amalgamated Labour Union, No. 64	Sussex, N.B	October 10.
Federal Labour Union, No. 4 (T. & L. C. of Canada.)	Winnipeg, Man	October
Federal Labour Union, No. 9 (T. & L. C. of Canada)	Edmonton, Alta	.....
Federal Labour Union, No. 12,532 (A. F. & L.) (Street, Sewer and general Labourers)	Edmonton, Alta	July 29.
Federal Labour Union (Dom. T. & L. C.)	Strathcona, Alta	May 9.

TABLE OF LABOUR ORGANIZATIONS DISSOLVED IN CANADA DURING 1907.

Name and Class of Organization.	Locality.	Date of Organization	Particulars relating to dissolution.
Mining—			
United Mine Workers of America. No, 2,352	Lundbreck, Alta	July' 2, 1907	Dissolved Dec. 7, 1907.
Western Federation of Miners, No. 177	Nanaimo, B.C	1890	The union was originally organized on an independent basis, but was incorporated with the W. F. of M. in 1903. On August 31, its members withdrew and formed a union in affiliation with the U. M. W. of A.
The Building Trades—			
Bro. of Painters Decorators and Paper Hangers, No. 1070	Peterborough, Ont	July, 1904	Dissolved early in 1907.
Bro. of Painters, Decorators and Paper Hangers, No. 859	Chatham, Ont	Dec. 1902	Omitted from official list in 1907.
Bro. of Painters, Decorators and Paper Hangers,	Brandon, Man	July, 1906	..Omitted from official list in 1907.
United Association of Plumbers, Steamfitters and Steamfitter's Helpers No. 196	Fort William, Ont		Omitted from official list in 1907.
Inter. Hod Carriers & Building Labourers' Union	Regina, Sask	July 12, 1907	Dissolved owing to members being of various nationalities no one could be found to act as secretary.
Rock Drillers and Helpers Union, No. 11,614, (A. F. of L.)	Niagara Falls, Ont	Mar. 6, 1904	Dissolved following a strike.
The Metal Engineering and Shipbuilding Trades—			
Amalgamated Sheet Metal Workers Inter. Alliance, No. 98	Brantford, Ont	Apr. 3, 1900	Omitted from official list in 1907.
Inter. Assoc. of Machinists, No. 142	Shawinigan Junc., Que.	July, 1906	Dissolved June 1907, through failure to obtain an increase in wages.
Inter. Assoc. of Machinists, No. 725	Cranbrook, B.C	Mar. 1903	Dissolved in January, 1907.
Inter. Bro. of Boilermakers and Iron Shipbuilders, Helpers Div., No. 206	Carleton Place, Ont	1906	Omitted from official list in 1907.
Inter. Bro. of Boilermakers and Iron Shipbuilders, Helpers Div., No. 211	Toronto, Ont	Aug. 1906	Dissolved in January 1907, through non-attendance of members.
Inter. Bro. of Boilermakers and Iron Shipbuilders, Helpers Div	Collingwood, Ont	Mar. 1903	Omitted from official list in 1907.
Inter. Bro, of Boilermakers and Iron Shipbuilders, Helpers Div	Collingwood, Ont		Omitted from official list in 1907.
Inter. Bro. of Boilermakers and Iron Shipbuilders, Helpers Div	Victoria, B.C	Sept, 1902	Omitted from official list in 1907.
Inter. Bro. of Electrical Workers, No. 510	Toronto, Ont	Aug. 10, 1906	Dissolved May 9, 1907, owing to non-attendance of members.
Inter. Bro. of Electrical Workers, No. 529	Niagara Falls, Ont		Omitted from official list in 1907.
Inter. Union of Steam Engineers, No. 258	Winnipeg, Man	May, 1904	Union reported by secretary as suspended, August 31, 1907.
Marine Firemen, Oilers & Water Tenders, No. 575	Midland, Ont	Feb. 18, 1904	Union suspended for non-payment of capitation tax and lack of interest by members; charter still retained.
Inter. Jewellry Workers' Union, No. 7	Toronto, Ont		Dissolved through falling off in membership.
The Woodworking and Furnishing Trades—			
Amal. Inter. Woodworkers Union, No. 34, (Piano workers)	Toronto, Ont	Sept, 1895	Omitted from official list in 1907.

Inter. Wood Carvers' Assoc.	**Berlin, Ont.**	**Oct. 1899**	**Dissolved in June 1907, the introduction of wood-carving machines having reduced the membership**
The Printing and Allied Trades—			
Inter. Typographical Union, No. 358	Greenwood, B.C.	Dec. 1899	Dissolved in January 1907 owing to non-payment of dues and assessments. The union included printers in Grand Forks and Phœnix.
Lithographers Inter. Protective Assoc., No. 27	Montreal, Que.	May, 1903	Reported by Secretary as dissolved during 1907.
Inter. Bro. of Pulp and Paper Workers, No. 51	Grand Mere, Que.	Nov. 9, 1903	Amalgamated with Paper Makers. Lodge No. 38. during 1907.
The Clothing Trades—			
Journeymen Tailors Union of America	Port Hope, Ont.	Jan. 8, 1907	Affiliated with Peterborough Lodge.
Journeymen Tailors Union of America, No. 388	Sault Ste. Marie, Ont.	Aug. 1, 1903	Reported dissolved in January, 1907.
United Garment Workers of America	Berlin, Ont.	June 18, 1903	Union dissolved in April 1907, members leaving with the South Gate firm.
Fur Workers' Union, No. 11,640 (A. F. of L.)	Sandwich, Ont.	Apr. 25, 1904	Union has ceased to meet, though charter has not been handed in.
The Textile Trades—			
Federation of Textile Workers of Canada, No. 20	Coaticook, Que.		Dissolved in 1907.
Federation of Textile Workers of Canada, No. 15	Point St. Charles, Que.	Mar. 23, 1907	Dissolved in 1907.
National Union of Textile Workers	St. Hyacinthe, Que.	June, 1903	Amalgamated with branch of Canadian Textile Workers Association formed in May, 1907.
The Leather Trades—			
Bro. of Leather Workers, Saddlers' Union, No. 43	Montreal, Que.	Dec. 1, 1899	Dissolved, Jan. 1, 1907, owing to discrimination of Employers.
The Railway Service—			
Bro. of Railway Carmen, No. 306	Sydney, N.S.	Jan. 21, 1905	Charter lapsed, July, 1907, through non-payment of dues.
Inter. Bro. of Maintenance of Way Employees, No. 191	St. Leonard, N.B.	Mar. 1901	Consolidated with other lodges.
Inter. Bro, of Maintenance of Way Employees, No. 187	Farnham, Que.	1902	Amalgamated with lodge No. 187 at Farnham.
Inter. Bro. of Maintenance of Way Employees, No. 307	St. Hyacinthe, Que.		Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 228	Lake Megantic, Que.		Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 162	Coaticook, Que.	Sept. 10, 1903	Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 495	Victoria Harbour, Ont.	Feb. 11, 1905	Consolidated with other lodges
Inter. Bro. of Maintenance of Way Employees, No. 500	Powassa, Ont.	1904	Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 246	Peterborough, Ont.		Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 177	Lindsay, Ont.		Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 107	Huntsville, Ont.	Sept 4, 1903	Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 157	Hamilton, Ont.		Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 256	Burk's Falls, Ont.	Apr. 1902	Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 254	Beeton, Ont.		Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 227	Arnprior, Ont.	Jan. 13. 1902	Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 498	Allandale, Ont.	1904	Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 189	Elkhorn, Man.		Consolidated with other lodges.
Inter. Bro. of Maintenance of Way Employees, No. 165	Minnedosa, Man.	Jan. 1902	Amalgamated with lodge No. 145 at Portage La Prairie, Man.
Inter. Bro. of Maintenance of Way Employees, No. 205	Rogers' Pass, B.C.	Feb, 1901	Amalgamated with lodge No. 208 at Revelstoke, B.C.
Inter. Bro. of Maintenance of Way Employees, No.179	Yale, B.C.	Feb. 1901	Amalgamated with lodge No. 168 at Mission City B.C.

TABLE OF LABOUR ORGANIZATIONS DISSOLVED IN CANADA DURING 1907.

Name and Class of Organization.	Locality.	Date of Organization.	Particulars relating to dissolution.
Street Railway Employees—			
National Union of Street Railway Employees	Hamilton, Ont.	Feb. 16	Reported inactive at annual convention of National Trades & Labour Congress held in September, 1907.
Miscellaneous—			
Retail Clerks. Inter. Protective Association	Hamilton, Ont.	Ju. 3, 1904	Suspended May 1.
Retail Clerks' Inter. Protective Association	Brantford, Ont.	Mar. 1907	Suspended May 1.
Retail Clerks Association (Independent)	Berlin, Ont.	May, 1, 1906	The members lost interest in the union after an early closing arrangement had been granted. A branch of the Retail Clerks Inter. Assoc., formed in 1901, dissolved in 1905 owing to non-payment of dues.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR, CANADA.—FOURTH QUARTER, 1907.

IN the accompanying statistical table detailed information is presented relating to changes in rates of wages and hours of labour reported to the Department of Labour as having gone into effect during the fourth quarter of the present calendar year, including the months of October, November and December, 1907.

The General Result.

Though a number of important increases in wages went into effect during the quarter, the general tendency of wages was in a downward direction, the cause being the general falling-off in activity resulting from the stringency in the money market. The wages of unskilled labour, the class chiefly affected by these conditions, were in many localities from 20 to 25 per cent lower than at the corresponding period of 1906. In the lumbering industry throughout Canada wages were downward, being from $5 to $10 per month lower in Ontario and Quebec than in the preceding year. The less skilled employees in the manufacturing industry were similarly affected. In the metalliferous mines of British Columbia, wages were reduced; but as a substantial increase was granted to these classes during the month of July last, the rate in December remained the same as in the closing months of 1906. Mica pickers and sorters had their wages reduced, owing to the prevailing stagnation in the market for the product. On the other hand, the upward tendency of wages among railway employees, which was so marked during the third quarter of the year, was continued during the closing months, yardmen and switchmen throughout the Grand Trunk Railway system and carmen and telegraphers employed by the Canadian Pacific Railway Company being among those who received advances.

In the following tabular statement an analysis is presented showing the approximate aggregate results according to industries and groups of trades of the several changes of the quarter in so far as detailed information was obtained by the Department:—

TABLE SHOWING, BY INDUSTRIES AND GROUPS OF TRADES, THE RESULTS OF CHANGES IN WAGES AND HOURS OF LABOUR, CANADA, DURING THE FOURTH QUARTER OF 1907.*

Industry or Group of Trades.	Approximate Number of Workpeople Affected	Total increase in Weekly Earnings.	Total decrease in Weekly Earnings.	Total increase in Hours of Employment. Per Week.	Total decrease in Hours of Employment. Per Week.
Lumbering	2,100	.....	$4,200	.....	.....
Mining	3,080	.....	6,600	.....	.....
Building	585	$167,50	.....	.....	.....
Printing	224	16	.....	.....	1,122
Clothing	76	.....	.....	.....	.....
Leather	70	.....	.....	.....	.....
The Railway Service	4,182	.....	.....	.....	7,290
Street Railway Employees	160	96	.....	.....	.....
General transport	1,000	.....	.....	.....	.....
Civic employees	100	150	.....	.....	.....

*Account is taken in this table only of changes concerning which detailed information was obtained by the Department. The returns are to be regarded as approximate only.

Changes by Industries and Trades.

The following is a statement of the changes in wages and hours of labour reported to the Department as having gone into effect during the fourth quarter of 1907, according to the several industries and groups of trades affected:—

Agriculture.—The wages of farm labourers were somewhat lower during the autumn months than in 1906. Labour-

ers, during the threshing season in western Canada, were paid $2.00 per day, whereas the average rate during the scarcity of labour which prevailed in the preceding year was $2.25.

Lumbering.—Wages in the lumber camps of Ontario were from $5 to $10 per month lower than at the corresponding period of 1906. In Quebec and New Brunswick, also, wages were somewhat lower than last year. In British Columbia, there was a very marked falling-off in production, a large number of camps and mills having closed down. In a few of the mills which continued running, the wages of Chinese and Japanese employees were reduced from $1.75 to $1.40 per day.

Mining.—Female employees in mica trimming and picking factories at Ottawa, Ont., and vicinity, had their wages reduced 20–25 per cent. Block makers and trimmers had their wages reduced 4 cents per pound. The reduction was a result of unfavourable market conditions for mica in the United States.

In the coal mining industry of Alberta, some important agreements were signed during December, with the effect of increasing the living wage of employees. These agreements were granted after investigations by boards appointed under the Industrial Disputes Investigation Act, 1907. The companies affected were the Canada West Coal and Coke Company, employing 150 men; the Domestic Coal Company, Taber, Alta., employing 50 men; Duggan, Huntrod & Company, Taber, Alta., employing 40 men, and the Strathcona Coal Company, Limited, Strathcona, Alta., employing 40 men (1). A new agreement was similarly effected during November between the Hillcrest Coal and Coke Company, Limited, Hillcrest, B. C., and its employees (2). In October, 100 miners in the Hosmer mines B. C., obtained a new schedule after an investigation by a board appointed under the Industrial Disputes Investigation Act (3).

In the metalliferous mines of British Columbia, the unfavourable conditions prevailing in the market for copper and other minerals had the effect of reducing the amount of employment, and in some cases the rates of wages paid to the miners. At Rossland, B. C., a reduced scale was accepted by the miners from December 1, the new rate being that which was in force prior to July 1, 1907. Timbermen and hoistmen were reduced from $24 to $21 per week, and common labourers from $19.50 to $18 per week. Blacksmiths were reduced from $4.25 to $4.00 per day, and their helpers from $3.50 to $3.25. Carpenters were reduced from $4.00 to $3.50. Smeltermen employed at Trail, B. C., also agreed to a reduction. The nature of the latter change is shown in the following table:—

	New Rate	Old rate.
Copper furnace employees:		
Furnacemen	4.00	4.00
Matte pot-pullers	3.25	3.50
Slag spoutmen	2.75	3.00
Claymen	2.75	2.75
First feeders	4.00	4.00
Second feeders	3.25	3.50
Car fillers	3.25	3.50
Locomotive motormen	3.00	3.25
Charge wheelers	2.75	3.00
All other labour	2.50	2.75
Lead furnace employees:		
Furnacemen	4.00	4.00
Tappers (slag)	3.50	3.50
Buillion handler	3.00	3.00
Head feeder	4.00	4.00
Second feeder	3.25	3.50
Charge wheelers	2.75	3.00
All other labour	2.50	2.75
H. and H. Roasters:		
Firemen	3.25	3.50
Charge wheelers	2.50	2.75
H. and H. potmen:		
Pot tenders	3.00	3.25
Pot chargers	3.00	3.25
Briquette plant:		
Lime mixer	3.00	3.25
Briquette labour	2.70	2.75
Matte plant:		
Matte plant men	3.25	3.50
Helpers	2.50	2.75

(1) A detailed report of the proceedings of these Boards with copies of the agreements that were signed, will be found in the January, 1908, issue of the *Labour Gazette*, pages 796 to 804. See also the *Labour Gazette* for December, 1907, pages 683–4.

(2) See the *Labour Gazette* for December, 1907, page 679.

(3) See the *Labour Gazette* for November, 1907, page 542.

O'Hara:		
Fireman (one furnace)	3.50	4.00
Fireman (two furnaces)	4.00	4.25
Helpers	2.50	2.75
Yard labour:		
Yard labourers	2.50	2.75
Sampling mill:		
Sampling mill labour	2.50	2.75
Electrical department:		
Labourers	2.50	2.75
Mechanical department:		
Labourers and helpers	2.50	2.75
Masons:		
Labourers and helpers	2.50	2.75
Carpenters:		
Carpenters	3.75	4.00
Helpers	2.50	2.75
Refinery:		
Anode men	3.00	3.25
Anode men helpers	2.75	3.00
Tank room men	2.75	3.00
Handling anodes	2.75	3.00
Cathodes and slimes	2.75	3.00
Short circuit men	2.75	2.75
Sheet hangers	2.75	3.00
Sheet casters	2.75	3.00
Slime roaster men	2.75	3.00
Antimony tank men	2.75	3.00
Dore furnace helpers	2.75	3.00
Blue vitroil man	2.75	3.00

A dispute with regard to wages, which had arisen between the Canadian Consolidated Mining and Smelting Company of Moyie, B. C., and some 350 to 400 of its employees working in and around the St. Eugene mine, was referred during the quarter for settlement under the Industrial Disputes Investigation Act, 1907, the result being that an agreement was signed during December providing for a sliding scale of wages in accordance with conditions in the metal market. Under current conditions, a reduction of 50 cents per day from the existing rate was recommended. The effect of the decision of the Board was felt in other mining districts of Kootenay and Yale, especially in the Boundary district (1).

The Granby Consolidated Smelting, Mining and Power Company, Limited, operating a smelter at Grand Forks, B.C., and mines at Phœnix, B. C., notified its miners and smeltermen of a reduction in wages early in December. The men at first refused to accept the reduced scale, but operations were resumed under the new schedule on December 29, 1907. The scale is about the same as that which went into effect during November at the mines in Rossland, B. C., and at the smelter in Trail, B. C., and is the same as was in force in December, 1906, hours of labour being unchanged. In brief, the reduction was from $4 to $3.50 for ordinary machine men in the mine, from $3.30 to $3 for muckers, from $4 to $3.60 for smeltermen, and from $3 to $2.50 for common labourers. The present scale of wages in effect at the Company's mines at Phœnix, B. C., is as follows:—

Class of Labour.	Wages per day.	
Miners sinking	$4.00	8 hrs.
Machine men	3.50	"
Barmen	3.75	"
Muckers	3.00	"
Nippers	3.25	"
Chuteman	3.25	"
" helper	3.00	"
Timbermen	3.50	"
" helper	3.00	"
Drivers, underground	3.00	"
Blasters	4.00	"
" helpers	3.25	"
Skip tenders	3.50	"
Pumpmen	3.25	"
Compressor Engineers	4.00	"
Motormen	3.50	"
Head brakeman	3.25	"
Back brakeman	3.00	"
Firemen	3.25	"
Steam motormen	4.00	"
Hoisting double drum	4.00	"
Hoisting single drum	3.50	"
Pipemen underground	3.50	"
Trackmen	3.50	"
" helpers	3.00	"
Hammersmen	3.50	"
Topmen	3.00	"
Ditcher	3.50	"
Blacksmiths	4.00	9 hrs.
" helpers	3.25	"
Men on steel sharpener	3.75	"
Labourers	3.00	"
Carpenters' helpers	3.25	"
Carpenters	4.00	"
Machinists	4.00	"
Electricians' helpers	3.50	
Crushermen's helpers	3.00	"
Crushermen	3.50	
Teamsters	3.25	
Teamsters' helpers	3.00	"
Fitters on surface	3.50	"
Railroad dump car loaders	3.00	"
Millmen	4.00	
Millmen's helpers	3.50	"
Oiler	3.00	"
Watchmen	3.00	12 hrs.

The scale of wages in effect at the smelter at Grand Forks, B. C., is as follows:—

(1) A copy of the agreement and wages schedule was published in the January, 1908, *Labour Gazette*, page 792.

Hrs.	Class of Labour.	per day.
12	Watchmen	$2.50
9	Teamsters	2.50
	Mason	5.00
	Motorman	3.00
	Masons' labourer	2.50
	Machine Shop.	
9	Machinists	4.00
	Machinists' helpers (1)	3.50
	Charge car repairer (1)	3.00
	Slag car repairer (1)	3.00
	Chain gang foreman (1)	3.50
	First boilermaker	4.00
	Second boilermaker	3.75
	Boilermakers' helper	3.00
	" "	2.75
	Labourers	2.50
8	Engineers	3.50
	Engineers' converter blowers	3.60
	Engineers pumps	3.15
9	Blacksmith	4.00
	Blacksmith helper	3.25
	Carpenters.	
9	Foreman	5.00
	Carpenter	3.50
	Labourer	2.50
	Briquette.	
8	Foreman	3.50
	Feeder	2.75
	Labourers	2.50
	Samplers.	
8	Millers	3.15
	Feeders and carmen	2.75
	Unloaders	3.00
	Helpers	2.75
	Coke shovellers	2.75
	Labourers	2.50
	Blast.	
8	Shift bosses	5.00
	Furnacemen	4.00
	Helpers	3.00
	Brakemen	3.15
	Dumpmen	2.70
	Trackmen, dump	3.25
	Trackmen, yard	3.00
	Crane chaser	2.75
	Scaleman	3.15
	Pipe fitter	3.15
	Pipe fitter helper	2.50
	Head feeder	3.75
	First loader	3.15
	Second loader	3.00
	Labourers	2.50
	Converter.	
8	Shift bosses	5.00
	Skimmer	3.75
	Puncher	3.30
	Crane chaser	2.75
	Slag conveyer	2.75
	Tampers	2.75
	Helpers	2.50
	Head liners	3.15
	Mud mill men	2.70
	Labourers	2.50
	Power.	
8	Dynamo tender	3.60
12	Flume walkers	2.50
8	Blowermen	3.40
	Telephone boys	2.50
8	Blast cranemen	3.40
	Converter cranemen	3.40
	Motormen	3.15
9	Electricians	3.60
	" assistants (2)	3.25
	" "	2.50

The miners of the Western Fuel Company signed a two years' agreement dating from October 1, 1907, under which the men will not be required to pay for transportation to work, for which $1.00 per month was previously charged. The bonus of 10 per cent which was granted in the spring was conceded for the two years' period. (5)

The building trades.—Carpenters at Ottawa, Ont., had their wages reduced from 30 to 25 cents per hour from December 1. At Toronto, Ont., some 250 plumbers who went on strike in May for an advance in scale from 32½c. to 45c. per hour, obtained the increase during the autumn months, about 500 others remaining on strike.

The metal and woodworking trades.—As a result of the falling off in activity in the manufacturing industry, owing to the money stringency, a number of employees in the metal and woodworking trades had their wages decreased, though the unskilled classes employed about manufacturing establishments were chiefly affected. Among instances of reductions in scale which went into effect in this connection during the quarter, the following may be cited:—

At Fredericton, N. B., the employees of R. Chesnut & Son had their wages reduced about one dollar per week. At St. Johns, Que., and Shawinigan Falls, Que., some reductions went into effect. At Brantford, Ont., employees of the Cockshutt plough factory and of the Brantford Screw Company were reduced 10 per cent, while employees of the Adams' Wagon Company were reduced 10 cents per day. At Guelph, Ont., 300 piano and organ makers, employed by the Bell Piano and Organ Company, were reduced 5 per cent in wages in December.

(5) A copy of this agreement was published in the October, 1907, issue of the *Labour Gazet* at page 455.

At Berlin, Ont., employees of the H. Kruge Company, the Berlin Furniture Company, the Anthics Furniture Company, the Waterloo Furniture Company and the Berlin Button Company, aggregating 310 employees, had their wages reduced 10 per cent. At Chatham, Ont., the wagon company's employees were reduced in wages. Up to the end of the year, the decline in industrial activity was evidenced by reductions in the number of employees and in the number of working hours rather than in reductions in wages schedules.

The clothing trades.—Journeymen tailors at Kingston and Windsor, Ont., had their wages increased by 15 per cent in the former case and by 5 per cent in the latter. The increase at Kingston was granted to 16 employees, including 10 females, and the increase at Windsor to 60 employees, including 15 females. The change at Kingston was granted by two firms after a strike. In Windsor, the increase amounted to 50 cents in piece work prices on certain overcoats and coats, and 25 cents on certain other coats.

The printing trades.—At Guelph, Ont., a three years' agreement was signed by which printers, including ad., book, job and machine men, obtained an increase of 50 cents per week from October 1, 1907, with a further increase of 50 cents per week on October 1, 1908, and a further increase of $1.00 per week on October 1, 1909 (5). At Ottawa, Ont., the Free Press Company, Limited, and the Mortimer Company, Limited, voluntarily granted an eight-hour day to pressmen, press feeders, bindery workers, etc. At Winnipeg, Man., bookbinders and cutters obtained a similar concession during October, after a strike.

The leather trades.—Larrigan makers (70) at Fredericton, N. B., received an increase of 10 per cent in wages.

Railway service.—Several important changes went into effect during the quarter, all of them being in the nature of increases.

Locomotive engineers and firemen (35) employed by the Temiscaming and Northern Ontario Railway received an increase in wages as follows:—

		Engineers		Firemen.	
		Old rate.	New rate.	Old rate.	New rate
Per 100 Miles	Passenger train	$3.40	$3.40	$2.10	$2.20
"	Work train	3 55	3 65	2.20	2.30
	Freight, mixed or snow plow	3 55	3.95	2.20	2.30
	Way freight	3 55	.15	2.20	2.60
	Switching	3 55	3.50	2.20	2.20

Telegraphers on the same railway had their minimum wages increased from $45 to $55 per month.

Yardmen in the employ of the Grand Trunk Railway Company, east of St. Clair and Detroit rivers, were increased 12 per cent from November 1; about 384 men were affected by the change.

A general increase of 14 per cent from October 1, 1907, was granted by the Canadian Pacific Railway Company to the telegraphers in its employ, as a result of a reference under the Industrial Disputes Investigation Act. Some 2,500 men were affected, and the approximate increase was estimated to amount to $189,000 annually. The agreement made arrangements for an annual holiday and for the allowance of double time for Sunday labour (6).

Under the terms of the findings of a Board established under the Industrial Disputes Investigation Act, 1907, to adjust certain differences between the Canadian Pacific Railway Company and its western carmen, a nine-hour day was granted to the employees in question, with the exception of relay men, dating from November 1, 1907, the rate of wages remaining unchanged (7).

(5) A copy of this agreement was published in the October, 1907, issue of the *Labour Gazette*, at page 455.

(6) A special article dealing with the award under which this change took effect was published in the November 1907, issue of the *Labour Gazette*, page 537

(7) For the full text of the agreement see *Labour Gazette* for January, 1908, page 805.

CHANGES IN RATES OF WAGES AND HOURS OF

CLASS OF WORKPEOPLE AFFECTED	LOCALITY	Approximate Number of Workpeople affected	Date from which change took took	PARTICULARS OF CHANGE.
Lumbering—				
Employees in camps	Ottawa Valley	2,000	Oct.	Wages reduced $5—$10 per month.
Employees in mills (Chinese and Japanese)	New Westminster.	100	Nov. 1	Wages reduced from $1.75 to $1.40 per day.
Mining—				
Mica pickers and sorters (female)	Ottawa, Ont. and District	200	Dec. 1	Wages reduced 20 to 25%.
Coal miners	Alberta and British Columbia	380	Dec.	Wages increased.*
Coal miners	Vancouver Isl.B.C	500	Oct. 1	Transportation to work allowed.
Metal miners and smeltermen	British Columbia	2,000	Dec.	Wages reduced. *
The Building Trades—				
Carpenters	Ottawa, Ont.	200	Dec. 1	Wages reduced from 30c to 25c per hr.
Plumbers	Toronto, Ont.	250		Wages increased from 37½ to 45c per hr.
Gasfitters	Quebec, Que.	35	Nov.	Wages reduced from $3.25 to $2.50 per day.
Printing and Allied—				
Printers (News book & job).	Guelph, Ont	32	Oct. 1	Wages increased 50c per week.
Pressmen, press feeders, Binders & Lithographers	Ottawa, Ont.	162*	Nov. 1	Hours reduced from 54 to 48 per week.
Bookbinders & paper cutters	Winnipeg, Man.	30	Oct. 4	Hours reduced from 53 to 48 per week.
Clothing—				
Tailors	Kingston, Ont.	16	Dec.	Wages increased 15%.
Tailors	Windsor, Ont	60‡	Oct.	Wages increased 5% on piece work.
Leather—				
Larrigan Makers	Fredericton, N.B.	70	Dec.	Wages increased 10%.
Railway Employees—				
Engineers & Firemen	Temiscaming & Northern Ontario R. R.	35	Nov. 1	Wages increased. **
Telegraphers	"	33	Dec. 1	Minimum wages increased $10 per month.
Yardmen & Switchmen	G.T.R. System	384	Nov. 1	Wages increased 27c per day.
Telegraphers	C.P.R. System	2,500	Oct. 1	Wages increased 14%.**
Carmen	C.P.R. (Western lines)	1,215	Nov. 1	Hours reduced from 10 to 9 per day.**
Blacksmiths & helpers	C.P.R. System		Oct.	Wages increased. **
Sectionmen & snow shovellers (C. P. R.)	Hull, Que.	15	Dec.	Wages increased from $1.35 to $1.50 per day.
Street Railway Employees—				
Motormen & Conductors	St. John, N.B.	160	Oct. 15	Wages increased. **
General Transport—				
Longshoremen	St. John, N.B.	1,000	Dec. 4	Wages increased from 30c to 32½c per hr.
Civic Employees—				
Scavengers	Toronto, Ont.	100	Dec. 15	Wages increased from $2 to $2.25 per day.

* See detailed statement in accompanying article.
*Including 75 female.
‡Including 10 female.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE SERIES E., No. 21

LABOUR, CANADA, DURING THE FOURTH QUARTER OF 1907.

ESTIMATED RATE OF WAGES PER WEEK.		ESTIMATED HOURS OF LABOUR PER WEEK.		CHANGE IN WAGES PER HEAD PER WEEK.		CHANGE IN WORKING HOURS PER HEAD PER WEEK.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT.
Before change.	After change.	Increase	Decrease	Increase	Decrease	Increase	Decrease	
.....	.....	.....	.....	.....	$ 125.00	$250.00	.....	By order of employers.
$10.50	$ 8.40	.....	.....	.....	$ 2.10	.....	.....	By order of employers
$4–$6	$3–$4.80	.....	.....	.....	$1–$1.20	.....	.....	By order of employers.
.....	.....	.....	.....	.....	.....	.....	.....	By agreements effected under the Industrial Disputes Investigation Act, 1907.
.....	.....	.25	.....	.....	.....	.....	.....	By mutual agreement between Company and employees.
.....	.....	.....	.....	.....	.....	.....	.....	By order of employers, following decline in price of product.
$15.00	$12.50	.....	.....	.....	$ 2.50	.....	.....	By mutual agreement between employers and employees.
$16.50	$19.80	44	44	$3.30	.....	.....	.....	After a strike still unsettled in the case of about 500 workmen.
$19.50	$15.00	60	60	$ 4.50	.....	.....	.....	By order of employers.
$11–$12	$11.50	48	48	.50	.....	.....	.....	By three year agreement.
.....	$12.50	.....	.....	.....	.....	.....	.....	
.....	.....	54	48..	.....	.....	.....	6	By voluntary concession.
.....	.....	53	48..	.....	.....	.....	5	After a strike.
.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	On demand of employers.
$11.25	$13.75	.....	.....	$ 2.50	.....	.....	.....	On demand of employees.
$16.28	$18.22	70	70	$ 1.94	.....	.....	.....	After negotiation between Company & employees.
.....	.....	$ 1.50	.....	.....	.....	.....	.....	After reference under Industrial Disputes Investigation Act, 1907.
.....	.....	.....	.....	.....	.....	.....	6	After reference under Industrial Disputes Investigation Act, 1907
.....	.....	$ 4.25	6.00	.....	.....	.....	.....	After negotiations.
.....	.....	$ 6.00	.....	.....	.....	.....	.....	
$ 8.10	$ 9.00	.90	.....	.....	.....	.....	.....	
.....	.....	.60	.....	.....	.....	.....	.....	On petition of employees
.....	.....	.....	.....	.....	.....	.....	.....	After a strike. ‡
$12.00	$13.50	$ 1.50	.....	54	54	.....	.....	On request of workmen.

‡Including 15 female.
**See detailed statement in accompanying article.
‡See the *Labour Gazette* for January, 1908, p. 854.

Blacksmiths in the employ of the same company received a schedule of 42 cents per hour in Winnipeg and the eastern district, 46 cents per hour in the central district, and 43½ cents per hour in the western district. Helpers were granted a rate of 25 cents per hour in Winnipeg and the eastern district, 27 cents per hour in the central district and 26 cents per hour in the western district. The increase in the case of helpers amounted to 3½ cents per hour all round. In the case of blacksmiths, the increase amounted to 7 cents per hour at Winnipeg, 11 cents per hour in the central district, and from 5 to 5½ cents per hour in the western district.

Section men and snow shovellers (15) at Hull, Que., employed by the same company, were advanced from $1.35 to $1.50 per day.

General transport.—One thousand longshoremen at St. John, N. B., received an increase in wages from 32 to 32½ cents per hour dating from December 4.

Street railway employees.—Motormen and conductors in the employ of the St. John, N. B., Street Railway Company, to the number of 160, had their wages increased dating from October 15. Under the old agreement, first year men were paid 15½ cents per hour; after two years, 16½ cents per hour; after 3 years, 18 cents per hour, and after 5 years, 18½ cents per hour. Under the new schedule, first year men are paid 16½ cents per hour; after the first year the rate is 17½ cents, and after 2 years, 19 cents per hour.

Civic employees.—Scavengers to the number of 100 in the employ of the city of Toronto, Ont., had their wages increased from $2.00 to $2.25 per day of nine hours, dating from December 15.

Unskilled labour.—The wages of unskilled labour were on a lower level during the closing quarter of 1907 than in the corresponding period of 1906. Large numbers were affected by these conditions. In the city of Ottawa, Ont., for example, about 1,000 labourers were receiving 20 per cent less than in 1906, and in the Northwest Provinces, upwards of 10,000 men were employed in railway construction and in other outside work were earning about $10 per month less than in 1906. These conditions were general in localities affected by the cessation of activity which usually takes place in the months of November and December. The numbers out of employment through this cause having been considerably increased during the closing months of 1907 by the falling off in activity in the manufacturing industry.

INTERVIEW OF TRADES AND LABOUR CONGRESS OF CANADA WITH DOMINION GOVERNMENT

REPRESENTATIVES of the Trades and Labour Congress of Canada were granted an interview on January 30th, by the Right Honourable Sir Wilfrid Laurier, Prime Minister, and the Honourable Rodolphe Lemieux, Minister of Labour, for the purpose of bringing to the attention of the Government of Canada certain resolutions passed at the annual convention of the congress held in September, 1907. The delegation included Mr. A. Verville, M.P., President of the Congress, Mr. P. M. Draper, Secretary, and J. G. O'Donoghue, the solicitor of the Congress.

Among the requests made by the delegates were the following:—

1. The appointment of a Minister of Labour, to give undivided attention to the work of the Department of Labour In reply to this request the Prime Minister stated that in the event of a rearrangement of the Departments a separate minister would be assigned to the Department of Labour.

2. That effect be given to the recommendations of the Telephone Commission appointed in 1907. The Minister of Labour pointed out, in reply, that while the matter was largely one for provincial legislation the Railway Commission had charge of rates and would further regulate employment.

3. That a Workmens' Compensation act be enacted by the Dominion parliament, with special reference to employment on railways under the jurisdiction

of the Dominion. Consideration of the request was promised.

4. That the wages of letter carriers be increased. In reply to this request, the Minister of Labour stated that the case of the letter carriers was under consideration by the Civil Service Commission and that he was desirous of dealing generously with them.

5. That the Federal Government appoint inspectors for the purpose of inspecting gear in the loading and unloading of ships and steamers, with a view to the protection of longshoremen. Favourable consideration was promised.

6. That the immigration of Hindus be prevented. In reply it was stated that the effect of a recent order in council would be to prohibit any further immigration of these people. The Japanese question ,it was further stated by the Minister of Labour, had been definitely settled.

7. That the bonusing of immigrants be abolished. Consideration was promised, it being pointed out by the Minister of Labour that the bonus was paid only to agricultural labourers and domestic servants.

8. That certain amendments to the Industrial Disputes Investigation Act be carried out. In reply it was suggested that the amendment of this act be postponed until further experience in administrating its provisions had been obtained.

9. That a commission on technical education be appointed. Consideration was promised.

10. That an eight hour day law, to apply to work carried on for the Government, be passed. Consideration was promised.

11. That Dominion lands be granted only to bona fide settlers. It was stated by the Minister of Labour that this was the present policy of the Government.

12. That the proposed act respecting industrial and co-operative societies be passed and enlarged so as to permit co-operative banking. Careful consideration of the suggestion with regard to banking was promised, a Government measure being in preparation on the subject of co-operation.

13. That a pension fund for aged persons be established. In reply to this request, the Ministers expressed the opinion that the Dominion was not as yet in need of a system of old age pensions.

PENSION DEPARTMENT OF THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

BY legislation passed during 1907 by the Dominion Parliament, the Grand Trunk Railway Company of Canada was granted permission to establish a pension fund for the payment of allowances to employees after leaving the service. The fund, it was required, should be supported out of the gross earnings of the Company by such amounts as the Directors might determine, the sums in question to be regarded as a part of the working expenses of the Company. The Directors were at the same time given power to frame rules and regulations for the administration of the fund. (*)

In pursuance of this legislation, the sum of £40,000 was set apart by the Directors during the summer of 1907 as the initial capital required for putting a pension arrangement into operation. Later, a series of rules and regulations were drawn up and were approved by the Directors on December 13, 1907, becoming effective on January 1, 1908. A copy of these rules is as follows:—

1. The Grand Trunk Pension Fund shall subject as hereinafter mentioned be administered by a Pension Committee whose Members shall from time to time be nominated by and hold office during the pleasure of the Board.

2. The first Members of the Pension Committee shall be
CHARLES M. HAYS, 2nd Vice Pres. and General Man.
E. H. FITZHUGH, 3rd Vice President.
W. WAINWRIGHT, 4th Vice President.
W. H. BIGGAR, General Solicitor
W. G. BROWNLEE, General Transportation Manager.

3. The Office of the Pension Committee shall be at Montreal and the Pension Committee shall from time to time appoint a Secretary to whom at such Office all communications shall be addressed.

* VI-VII Edward VII, Chap. 89, "An act respecting the Grand Trunk Railway Company of Canada".

4. All actions and decisions of the Pension Committee shall from time to time be reported to the Board for confirmation and when confirmed shall (subject to such modifications if any as may be made by the Board) take effect as from the date of the decision of the Pension Committee.

5. Subject as aforesaid and as hereinafter expressed the Pension Committee shall have power:

To make and enforce rules and regulations for the efficient operation of the Pension Department;

To determine the eligibility of Employees to receive Pension allowances;

To fix the amount of such allowances; and

To prescribe the conditions under which such allowances may be granted;

And they may for the government of their own proceedings make rules not inconsistent with these regulations

6. The benefits of the Pension System will apply to those persons only who are now or hereafter may be in the service of the Company and who have been required to give their entire time and attention to the business of the Company or of the Company and some Controlled Company jointly. In cases of such joint employment the Pension Committee will decide the amount of the Employees pay to be taken into account in determining the Pension allowance.

7. It is intended that in future all officers and employees shall be compulsorily retired on reaching the age of 65 years. The Pension Committee may however, retain any officer or employee, with his consent, in the service of the Company for a further period not exceeding in any case, five years.

8. The Pension Committee shall have power under special circumstances to retire an Employee prior to his reaching the age limited by Article 7, and any Employee after the age of 60 years with not less than 20 years continuous service claiming to be unfitted by reason of permanent physical or mental disability from following his usual or any other suitable employment in the Company's service shall be retired if the Company's Chief Medical Officer shall certify to such disability as aforesaid.

9. Any Employee after 10 years continuous service, who shall become incapable of continuing his service by reason of injuries received whilst actually at work in the employment of the Company, shall, so long as his incapacity shall continue, be eligible for Pensions or Allowances as hereinafter expressed.

10. All Employees aged 50 years or upwards and who shall have been for 15 years or upwards in the continuous service of the Company may on their discharge (otherwise than for misconduct) be considered eligible for Pensions or Allowances as hereinafter expressed.

11. An Employee retiring under Rule 7, provided he shall have been not less than 15 years in the Company's service, and an Employee retiring under Rule 8 or entitled under Rules 9 and 10, may be granted an annual pension or allowance calculated at the rate of 1% for each year of continuous service on the highest average rate of his wages or pay during any ten consecutive years of service, the calculation to be made on the gross amount from time to time credited to the Employee on the Pay Rolls without deduction of any kind.

(Example)—An Employee in continuous service from the age of 30 years to 70 with the highest average rate of wages between 40 and 50 of $1,000.00 per annum, would receive forty hundredths of $1,000.00 or $400.00 per annum.)

12, For the purpose of ascertaining the length of service of an Employee, the period of service, if any, of the Employees under the Grand Trunk Western Railway Company, the Detroit Grand Haven and Milwaukee Railway Company or any other Railway Company controlled by the Company shall be considered as if such service had been for the Company.

13. No Pension shall be at lower rate than $200.00 per annum.

14. No Employee who sues the Company for damages on account of personal injuries sustained by him in the course of his service will have any claim for pension or allowance under these Rules.

15. Pensions will be payable monthly in arrear at some Station of the Company's System. Pensions at the request of the recipient paid elsewhere will be subject to the deduction of the cost of transmission.

16. The date of the compulsory retirement of any Employee and of the commencement of his Pension will be the first day of the Calendar month following that on which the specified age is attained.

17. Absence on leave, suspension or discharge followed by reinstatement within a year or temporary lay-off on account of reduction of force, when unattended by other employment, will not be considered as a break of continuity of service.

18. No Pension or Allowance shall be assignable, and in the event and during the continuance of any seizure attachment or garnishment, will cease to be paid.

19. The pension Committee may also withhold permanently or temporarily the payment of any pension or allowance in case of any misconduct on the part of the recipient of the same of any action on his part inimical to the interests of the Company.

20. The Secretary shall keep himself informed of the whereabouts of all Employees who have been retired from the service, and shall require satisfactory evidence from each of such Employees at least once a year that he still comes within the Rules and Regulations.

21. The acceptance of a pension allowance does not debar a retired Employee from engaging in other business but such retired Employees cannot so engage in other business nor re-enter the service of the Company except with the consent of the Pension Committee, without forfeiting his pension allowance.

22. It is not intended in future to appoint to the permanent staff of the Company any person above the age of 50 years.

23. It is expressly provided that neither by establishing out of its revenues a system of Pensions by the Company, nor by any other action now or hereafter taken by them or by the Pension Committee, shall it be construed as giving to any Official, Agent or Employee of Company a right to be retained in the service or any legal right or claim to have any pension whatsoever, and the Company expressly reserves its right and privilege to discharge at any time such Official, Agent or Employee when the interests of the Company in its judgment may so require, without liability for any claim for pension or other allowance than salary or wages due or unpaid.

24. The foregoing Rules are not intended to apply to Employees who are now eligible for pensions from the Superannuation and Provident Fund Association established in connection with the Company so long as they remain so eligible, and they will therefore not be deemed entitled to pensions or allowances under these present Rules unless and until they withdraw from the said Superannuation and Provident Fund Association.

RECENT INDUSTRIAL AGREEMENTS.

Intercolonial and Prince Edward Island Railways—Rules and Rates of Pay for Maintenance-of-Way Employees.

THE following is the text of an agreement between the Intercolonial and Prince Edward Island Railways and their Maintenance-of-Way Employees, which became effective on April 1, 1907:—

1. All persons who take their orders from the Trackmasters, or from Foremen who are subject to the Trackmasters, will be considered employees of the Maintenance of Way Department.

2. (*a*) Employees, if competent, will be promoted on the Division on which they are employed to any position that may become vacant, or to any new position in the same class of service that may be created. But when a competent man is not found on the Division on which a vacancy occurs, a man may be transferred or promoted from another Division and in case of such transfer, or promotion, the man shall not lose his seniority. Seniority will govern where both ability and character are equal. The Railway Management shall decide as to competency and character.

(*b*) A list of all employees will be prepared for each Trackmaster's Division, and such lists will show the seniority standing of each employee. The lists will be revised from time to time to agree with length of service and promotions made, and a copy will be furnished each Trackmaster and the representative of employees. These lists will be subject to correction on proper representation. The several senior qualified men shall be advised of any vacancies in the position of foreman, and their applications, if presented within five days from receipt of such notice, will be considered.

3. Employees refusing promotion that may be offered them become junior to employees accepting such promotion, and need not be further considered, except at the option of the Management.

4. An employee going from one division to another at his own request, will be considered as a new man on the division to which he goes, and he will lose his seniority on the division which he leaves.

5. Employees who are unable to read and write English or French need not be retained or promoted.

6. Persons leaving the service, if again employed, will rank as new men.

7. Ten hours shall constitute a day's work, except for Watchmen, and where two relays of men cover twenty-four hours, in which cases twelve hours shall constitute a day's work.

8. The hours for commencing and quitting work will be at the discretion of the Management.

9. Monthly rated employees will not be entitled to additional pay for extra time worked but will be given consideration in the event of loss of regular time from good cause, all such cases to be decided by the Management.

10. Fractions of a month will be figured upon the working days in the month.

11. Employees will not be required to work more than twenty-four consecutive hours without rest.

12. Employees required to work longer than the specified hours will be paid at the rate of time and a half from their regular quitting time until their regular time for going to work. Time and a half will be paid for Sunday work, except for track walking.

13. For Sunday track walking, when required one day will be allowed on each section at Trackman's rate.

14. An employee relieving a Track Foreman temporarily (by instructions from the Trackmaster), provided the Foreman is not paid for the same time, will receive the Foreman's rate of pay, and twenty-five cents per day additional when away from home.

15. Employees having designated points between which they are to work, when taken from these assigned limits, their time shall count from time they are taken beyond the limits, until they are returned to the limits, excepting any time that is given them for rest.

16. Employees required to attend to and light semaphore and switch lamps, before or after their regular hours, will receive therefor four dollars per month for four or less lamps, and fifty cents per month per lamp for those in excess of four. Where lamps are located at a distance from employee's residence, they will be attended to in regular working hours. The Management may, however, at any time, require all lamps to be attended to within the regular working hours.

17. Employees suspended, fined, or dismissed will be advised of the cause; if they feel an injustice has been done them, they may within fifteen days call for an investigation. The Management agree that an investigation will be held within fifteen days after the application is received. Should the investigation show that the discipline was unjust (the Management to be the judge) the injured employee will be reinstated and paid his full time, but not more than one day in each twenty-four hours. Applications for investigation, or appeals from decisions, must be made in writing to the Trackmaster.

18. Section Foremen in charge of extra gangs (not to mean extra men added to a regular gang) will be paid at extra gang Foreman's rate, and, when away from home, will be paid twenty-five cents per day additional, but no allowance for board or lodging. Other regular employees sent away from home to work on snow or tie trains or other work will be compensated for the additional board or lodging expenses they necessarily incur, but not to exceed twenty-five cents for each meal or bed.

19. Men in charge of wing plows, flangers and yard plows, when in operation, to be paid two dollars and ninety cents per day; other men employed in wing plows, when in operation, will be paid fifty cents per day in addition to their regular rate of wages. Ten hours to constitute a day's work, and time on duty over ten hours to be reckoned *pro rata*. In this case rule No. 12 does not apply.

20. Leave-of-absence and free transportation will be granted over the Government Railways for its employees who may be duly appointed to attend the meetings of their Association, so far as can be done without inconvenience to the Railway.

21. Where the Railway provides houses for its employees, the occupants must keep the closets and surroundings neat and clean.

RATES OF PAY.

	Per d
YARD SECTION FOREMEN at Sydney, North Sydney, Point Tupper, Mulgrave, New Glasgow, Stellarton, Pictou, Halifax, Richmond Truro (No. 14), Truro (No. 147), Springhill Junction, Amherst, Point du Chêne, Moncton, St. John (No. 218), St. John (No. 219), Campbellton, Ste. Flavie, Rivière du Loup, Lévis, Chaudière Junction, Charlottetown, Georgetown, and Summerside	$2.40
REGULAR SECTIONMAN in above yards	1.60
REGULAR SECTIONMEN elsewhere than in above yards	1.50

YARD SECTION FOREMEN at Dalhousie, Windsor, Maccan, Westville (No. 198), Sackville, Oxford (Short Line)l Oxford Junction (Main Line) Amherst (No. 29), Newcastle, Chatham Junction (No. 53), Chatham, Fredericton, Alberton, Tignish, Souris, Rivière Ouelle, Hadlow, Ste. Rosalie Junction, Moncton Nos. 39 and 41).... 2.15
REGULAR SECTION FOREMEN elsewhere than in above yards.... 2.00
FOREMEN OF EXTRA GANGS.... 2.90
FOREMEN OF FENCE GANGS.... 2.50
SECTION FOREMEN, lining track on other than their own sections—Extra Gang Foreman's rate.... 2.90
Employees required to inspect ties, lumber, buildings, or fences.... 3.00
FOREMEN OF TRACK CARPENTERS at Halifax and St. John.... 3.00
FOREMEN OF TRACK CARPENTERS elsewhere.... 2.75
TRACK CARPENTERS, skilled mechanics with kit of tools.... 2.25
ROUGH CARPENTERS, wharfmen.....1.50 to 1.70

Where Foremen Track Carpenters are now allowed an amount for expenses, the same will be continued.

Scale of Prices of Quebec Typographical Union No 302.

The following scale of prices was adopted at a special meeting of Quebec Typographical Union on January 16, 1908, and ratified by the Master Printers, January 17, 1908. The agreement will be in effect from January 20, 1908, to January 20, 1910.

Clause 1st.—No member of this Union shall work for a less sum than $12.00 per week, forty-eight hours to constitute a week. All deductions for lost time to be made in proportion to the week's wages. All overtime to be paid for at the rate of 33 cents per hour. When men put in their time at night work, their wages to be not less than $14.25 for forty-five hours per week, seven and a half hours to constitute a night's work. On coming back to work in daytime, the men shall receive a minimum of half a night's pay.

Clause 2d.—The minimum wages for piece hands shall be 35 cents per 1,000 ems. day work, and 40 cents for night work. The duplicate system to be in force.

Clause 3d.—No member of this Union shall be allowed to act as foreman of any office, or in any department of any office, for a less sum than the following: On day work, $15.00 per week; on morning newspapers, $17.00 per week. All overtime to be paid for at the rate of 40 cents per hour.

Clause 4th.—Double price per hour shall be paid for work on Sunday, New Year's Day, Christmas and Labour Day, and no piece work shall be permitted.

LINOTYPE PIECE SCALE.

Agate to Brevier, morning, 10 cents per 1000 ems.
Agate to Brevier, evening, 8 cents per 1000 ems.
Bourgeois and Long Primer, morning, 12 cents per 1000 ems.
Bourgeois and Long Primer, evening, 9 cents per 1000 ems.
Small Pica and Pica, morning, 12 cents per 1000 ems.
Small Pica and Pica, evening, 10 cents per 1000 ems,
Overtime: Price and a half. 7½ hours to constitute a night's work.

MONOLINE PIECE SCALE.

Agate to Brevier, morning, 11 cents per 1000 ems.
Agate to Brevier, evening, 9 cents per 1000 ems.
Bourgeois and Long Primer, morning, 12 cents per 1000 ems.
Bourgeois and Long Primer, evening, 10 cents per 1000 ems.
Small Pica and Pica, morning, 13 cents per 1000 ems.
Small Pica and Pica, evening, 11 cents per 1000 ems.
Overtime: Price and a half. 7½ hours to constitute a night's work.

TIME SCALE FOR MACHINES.

Morning: $16.00 per week. 7½ hours per night, 6 nights to constitute a week. Overtime: 50c. per hour.
Evening: $14.00 per week. 8 hours per day, 6 days to constitute a week's work. Overtime: 40c. per hour.

Learners on morning papers shall be paid $12.00 per week, 7½ hours to constitute a night's work. Learners on evening papers, $11.00 per week, 8 hours to constitute a day's work. Apprenticeship: Twelve weeks.

When machine is out of order or waiting for copy, operator to be paid for the time he worked at the machine as operator, then he will finish his day's work at the case, and will receive the salary of compositors working at the case.

All overtime to be reckoned on scale as printed above.

The news and jobbing departments of the following establishments have signed the above agreement: Le Soleil, L'Evenement, Daily Telegraph, Morning Chronicle, L'Action Sociale, La Libre Parole, and La Vigie. Madame Chasse, T. J. Moore & Co., P. Larose, Laflamme & Proulx and Jos. Mercier have also signed.

IMMIGRATION AND COLONIZATION.

OF special interest in the following statistical tables are the returns showing the total volume of immigration to Canada during the calendar year 1907, the total emigration from Great Britain to British North America, and the total number of homestead entries made in western Canada.

Immigration has shown the large increase of 61,464, or 28%, the gain being entirely in arrivals at ocean ports, arrivals from the United States having shown a decrease of 11% compared with 1906. For the past seven years the returns have been as follows:—

Year.	Total.
1901	49,000
1902	67,000
1903	127,000
1904	131,000
1905	150,000
1906	216,000
1907	277,376

British emigration increased from 141,786 in 1906 to 185,806 in 1907. These are the heaviest returns ever recorded. Homestead entries, on the other hand, were fewer by 12,598 in 1907 than in 1906.

Recent Immigration Returns.

Immigration through ocean ports during December, declared for Canada, was as follows:—

IMMIGRATION RETURNS DURING DECEMBER 1907.

	Male	Female	Children under 12	Total.
Immigrants	3,886	1,284	929	6,099
Returned Canadians	353	105	59	517
Tourists	193	14	15	222
Totals	4,432	1,403	1,003	6,838

A summary of immigration proper through ocean ports, declared for Canada, from April to December, 1907, is as follows:—

IMMIGRATION BY OCEAN PORTS APRIL, DECEMBER, 1906-07.

	Male	Female	Children under 12	Total
April	24,972	5,052	4,414	34,438
May	28,744	7,153	6,858	38,755
June	18,107	7,171	7,041	32,319
July	11,841	4,695	4,410	20,946
August	8,584	4,431	3,921	16,936
September	8,085	4,055	3,064	15,204
October	6,939	3,640	3,018	13,597
November	5,376	2,632	2,101	10,109
December	3,886	1,284	929	6,099
Totals	112,534	40,113	35,756	188,403

Corresponding months of 1906	131,017
Increase for 1907	57,386
Percentage of increase	44%

The following is a statement of immigration from the United States, April to December, 1907, (nine months), compared with the corresponding period of 1906:—

IMMIGRATION FROM THE UNITED STATES APRIL—DECEMBER, 1906-07.

By rail	April	9,106	
"	May	6,324	
"	June	4,702	
"	July	4,796	
"	Aug	3,683	
"	Sept	3,412	
"	Oct	4,171	
"	Nov	3,656	
"	Dec	2,572	
			42,422
By highway April to Dec.			4,503
Total			46,925

Corresponding months of 1906	49,647
Decrease 1907	2,722
Percentage of decrease	5%

The total immigration to Canada from April to December, 1907, inclusive, compared with the corresponding months of 1906, was as follows:—

TOTAL IMMIGRATION TO CANADA, APRIL—DECEMBER, 1906-07.

1907		
By ocean ports	188,403	
From the United States	45,925	235,328
1906		
By ocean ports	131,017	
From the United States	49,647	180,664
Increase, 1907		54,664
Percentage of increase		30%
Percentage of increase by ocean ports		44%
Percentage of decrease from the United States		5%

Total Immigration to Canada, 1907.

The total immigration to Canada during the calendar year 1907, compared with the calendar year 1906, was as follows:—

TOTAL IMMIGRATION TO CANADA CALENDAR YEAR, 1907,-06.

1907		
By ocean ports	220,825	
From the United States	56,551	277,376
1906.		
By ocean ports	152,130	
From the United Staes	63,782	215,912
Percentage of increase, 1907		28%
Percentage of increase by ocean ports		45%
Percentage of decrease from the United States		11%

British Emigration Returns.

During the month ended December 31, 1907, the number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN, DECEMBER, 1907 and 1906.

Nationality.	1907	1906
English	1,210	1,227
Scotch	212	411
Irish	58	94
Total of British origin	1,480	1,732
Foreign	1,292	1,220
Total	2,772	2,952

During the calendar year ending December 31, 1907, the total number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING CALENDAR YEAR 1907-08.

Nationality.	1907	1906
English	110,287	88,099
Scotch	33,376	22,278
Irish	7,503	4,412
Total of British origin	151,166	114,859
Foreign	34,640	26,906
Nationality not distinguished		21
Total	185,806	141,786

Homestead Entries During December, 1907.

The following statement shows the number of homestead entries made in December, 1907, compared with December, 1906:—

Agency.	1907	1906	Increase	Decrease
Battleford	214	150	64	.....
Brandon	11	4	7	.....
Calgary	93	84	9	.....
Dauphin	45	39	6	.....
Edmonton	235	177	58	.....
Estevan	58	62	.....	4
Humbodlt	134	95	39	.....
Kamloops	6	8	.....	2
Lethbridge	143	118	25	.....
Moose Jaw	375	.....	375	.....
New Westminster	7	7	.....	.....
Prince Albert	102	83	19	.....
Regina	85	282	.....	197
Red Deer	110	109	1	.....
Winnipeg	96	87	9	.....
Yorkton	135	97	38	.....
Total	1,849	1,402	650	203

It will be seen that there has been a net increase in the number of homestead entries made in December, 1907, compared with 1906, of 447.

A statement of the homestead entries during the calendar year 1907, compared with the calendar year 1906, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES DURING CALENDAR YEARS 1907 AND 1906 RESPECTIVELY.

Month.	1907	1906	Increase	Decrease
January	1,111	1,903	.....	792
February	1,033	2,036	.....	1,003
March	1,589	4,018	.....	2,429
April	2,594	6,189	.....	3,595
May	3,253	4,583	.....	1,330
June	4,574	5,369	.....	795
July	3,690	4,174	.....	484
August	2,814	3,388	.....	574
September	2,395	2,595	.....	200
October	2,252	3,389	.....	1,137
November	2,260	2,966	.....	706
December	1,849	1,402	447	.....
Total	29,414	42,012	447	13,045

It will be observed that there has been a net decrease of 12,598 in the number of

homestead entries made during the calendar year 1907, compared with the calendar year 1906.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of December, 1907, were as follows:—

NATIONALITIES OF HOMESTEADERS IN DECEMBER, 1907.

Nationalities.	No. of Entries
Canadians from Ontario	241
" " Quebec	25
" " Nova Scotia	10
" " New Brunswick	4
" " Prince Edward Island	2
" " Manitoba	53
" " Saskatchewan	80
" " Alberta	35
" " British Columbia	3
Persons who had previous entry	203
New Foundlanders	.....
Canadians returned from the United States	25
Americans	433
English	277
Scotch	61
Irish	13
French	12
Belgians	7
Swiss	.....
Italians	.....
Roumanians	23
Syrians	1
Germans	25
Austro-Hungarians	204
Hollanders	.....
Danes (other than Icelanders)	2
Icelanders	6
Swedes	38
Norwegians	28
Russians (other than Mennonites and Doukhobors)	38
Mennonites	.....
Doukhobors	.....
Chinese	.....
Japanese	.....
Persians	.....
Australians	.....
New Zealanders	.....
Total	1,849

Representing 4,426 souls.

Of a total of 458 entries made in December, 1907, by persons coming from the United States, there were 176 from North Dakota, 72 from Minnesota, 26 from Iowa, 25 from South Dakota, and 21 from Michigan.

Lands Patented in December, 1907.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during December, 1907, is as follows:—

LANDS PATENTED DURING DECEMBER 1907.

Nature of Grant.	December, 1907.	
	No. of Patents	No. of Acres
British Columbia Homesteads	11	1,529.74
British Columbia sales	1	.....
Homesteads	1,303	206,208.27
Hudson's Bay Co	.....	.....
Leases	2	.....
Manitoba Act grants	2	51.70
Military Homesteads	1	320.00
Mining Lands sales	1	20.00
Mineral rights (310 acres)	1	.....
North West Half breed grants	14	1,982.47
Parish sales	.....	.....
Railways:		
Canadian Northern Ry	111	93,589.84
Can. Pac. Ry. grants	8	23,347.49
Can. Pac. Ry. roadbed and station grounds	29	369.33
Grand Trunk Pacific Ry	2	13.96
Man. and South Eastern Ry	107	138,291.17
Man. South Western Col. Ry	.....	.....
Sales	39	9,438.24
School Lands sales	21	3,099.82
Special grants	21	160.93
Yukon Territory sales	1	100.41
Totals	1,675	478,523.37

In December, 1906, the number of patents issued was 1,215, covering an area of 218,232.89, showing an increase for the month of December, 1907, of 460 in the number of patents issued, and of 260,290,48 acres in the area patented.

PROHIBITION OF IMMIGRANTS UNLESS COMING FROM COUNTRY OF BIRTH OR CITIZENSHIP.

During the month of January, the following order-in-council was passed by the government of Canada prohibiting immigrants from landing in Canada unless they come from the country of their birth or citizenship by a continuous

journey and on through tickets purchased before leaving. (*).

AT THE GOVERNMENT HOUSE AT OTTAWA,
WEDNESDAY THE 8TH DAY OF JANUARY, 1908.

Present:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS Section 10 of the Immigration Act, Chapter 93, Revised Statutes of Canada, 1906, provides that the Governor General in Council may on the recommendation of the Minister of the Interior, make such orders and regulations, not inconsistent with the said Act, as are considered necessary or expedient for the carrying out of the said Act according to its true intent and meaning and for the better attainment of its objects:

AND WHEREAS in pursuance of its objects provision is made in Sections 26, 27, 28, 29 and 30 of the said Act for the exclusion of immigrants whose presence in Canada is for various reasons undesirable;;

AND WHEREAS in further pursuance of its objects and in order to meet possible conditions of oversupply of labour at certain seasons, or under certain conditions, and for other reasons, provision is made in Section 20 for the exclusion by regulation of persons not possessing at least the amount of money fixed in such regulation:

AND WHEREAS ordinarily it is not practicable to enforce the provisions of Section 20 and Sections 26 to 30 inclusive above mentioned except in the case of persons landing in Canada from vessels and coming direct or on through tickets from the country of which they are citizens:

AND WHEREAS present conditions in Canada make it desirable that power should exist to render effective at all times the several provisions of the Immigration Act contained in Section 20 and in Sections 26 to 30 inclusive:

THEREFORE the Governor General in Council is pleased to Order and it is hereby Ordered that whenever in the opinion of the Minister of the Interior the condition of the labour market in Canada is such as to make the application of Section 20 of the Immigration Act desirable, or whenever in the opinion of the Minister of the Interior other conditions exist which in a special degree render necessary the application of Sections 26 to 30 inclusive of the said Act, immigrants may be prohibited from landing or coming into Canada unless they come from the country of their birth, or citizenship, by a continuous journey and on through tickets purchased before leaving the country of their birth, or citizenship.

(Sgd.) RODOLPHE BOUDREAU.
Clerk of the Privy Council.

THE HONOURABLE
THE MINISTER OF THE INTERIOR.

* For statement re the application of this exactment see special acticle elsewhere in the present issue with reference to the recent mission of the Honourable the Minister of Labour to Japan.

FAIR WAGE SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING JANUARY, 1908.

The following is a list of contracts awarded by the Department of Railways and Canals and the Department of Public Works which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Railways and Canals.

PAINTING on District No. 13—New Glasgow to Mulgrave—and on District No. 14—Point Tupper to Sydney—I. C. Railway; date of contract, January 8th, 1908; amount of contract, per square yard, buildings, 12c.; bridges, 11c.; contractor, Stephen Veniot, of Pictou, N. S.

FAIR WAGES SCHEDULE.

All mechanics labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those specified by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute, arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Railways and Canals, and proof thereof satisfactory to the Minister is furnished, the Minister may pay out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the Contractor.

Painting on Districts 5, 6, 8, 9 and 15, I. C. Railway, date of contract, January 9th, 1908; amount of contract, schedule rates; contractors, W. S. Kinnear & Son, of Moncton, N. B.

FAIR WAGES SCHEDULE.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those specified by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of

the trade, it shall determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Railways and Canals, and proof thereof satisfactory to the Minister is furnished, the Minister may pay out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the Contractor.

Erection of Train Service Building at Chaudiere Junction, Que., I. C. Railway, date of contract, January 9th, 1908; amount of contract, $4,225.00; contractor, Emile Dube, of Riviere du Loup, Que.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of Wages Per Day of 10 Hours.
Carpenters	$1.75
Builders' Labourers	1.50
Ordinary "	1.25
Painters	1.75
Roofers	1.75
Masons	2.50
Blacksmiths	2.00

Painting on District No. 11—Truro to Pictou Landing—and on District No. 12—Oxford Junction to Stellarton—I. C. Railway; date of contract, January 17th, 1908. Amount of contract, per square yard, buildings, 12c.; bridges, 10c.; contractor, William Brennan, of Pictou, N. S.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those specified by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what are the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Railways and Canals, and proof thereof satisfactory to the Minister is furnished, the Minister may pay out of such moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the Contractor.

Department of Public Works.

Wharf and stone approach at White Cloud Island, Ont.; name of contractors, Johnston, Hunter & Crawford, Wiarton, Ont.; date of contract, December 28, 1907; amount of contract, $4,000.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rates of Wages Not less than the following rate:
Foreman carpenter	$2.75 per day of 10 hours
Carpenters	2.00 " 10 "
Blacksmiths	2.25 " 10 "
" helpers	1.75 " 10 "
Labourers	1.75 " 10 "
Driver, with one horse and cart	2.50 " 10 "
Driver, with two horses and	3.50 " 10 "

Post office building at Maple Creek, Sask.; name of contractors, Snyder Bros., Regina, Sask.; date of contract, January 5, 1908; amount of contract, $20,600.00.

FAIR WAGES SCHEDULE.

Trades or Class of Labour.	Rate of Wages. Not less than the following rate:
Stonecutters	.60 per hour, 8 hrs per day
Bricklayers	.60 " 10 "
Masons	.60 " 10 "
Carpenters	.35 " 9 "
Joiners	.40 " 9 "
Stairbuilders	.40 " 9 "
Plasterers	.60 " 10 "
Lathers	.35 " 10 "
Painters and glaziers	.35 " 10 "
Plumbers	.40 " 10 "
Steam and gasfitters	.40 " 10 "
Sheet metal workers	.35 " 10 "
Electricians	.35 " 10 "
Builders' labourers	.25 " 10 "
Ordinary labourers	.20 " 10 "
Driver, 1 horse and cart	.35 " 10 "
Driver, 2 horses and wagon	50 " 10 "

Ice pier at St. Paul de Joliette, l'Assomption River, Que.; name of contractor, A. E. Pontbriand, Sorel, Que.; date of

contract, January 10, 1908; amount of contract, $4,850.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate:
Foreman carpenter	$2.50 per day of 10 hours.
Carpenters	2.00 " 10 "
Blacksmiths	2.00 " 10 "
" helpers	1.35 " 10 "
Ordinary labourers	1.30 " 10 "
Skilled labourers	1.75 " 10 "
Driver, 1 horse and cart	2.25 " 10 "
Driver, 2 horses and wagon.	3.50 " 10 "

Wharf at l'Anse à la Barbe, Que.; name of contractors, John Burns and T. P. Charleson, Ottawa, Ont.; date of contract, January 14, 1908; amount of contract, $11,300.00.

FAIR WAGES SCHEDULE.

Trade or class of Labour.	Rate of Wages. Not less than the following rate:
Foreman carpenters	$2.25 per day of 10 hours.
Carpenters	1.50 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.25 " 10 "
Ordinary labourers	1.25 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon.	3.00 " 10 "

Servants' quarters, Royal Military College, Kingston, Ont.; name of contractor, M. Sullivan, Kingston, Ont.; date of contract, January 15, 1908; amount of contract, $77,939.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour	Rate of Wages. Not less than the following rate:
Masons	$3.60 per day of 8 hours.
Bricklayers	3.60 " 8 "
Building labourers	2.00 " 8 "
Stonecutters	3.60 " 8 "
Carpenters	2.50 " 8 "
Plasterers	3.60 " 8 "
Lathers	3.00 " 8 "
Painters and glaziers	2.25 " 8 "
Plumbers	2.40 " 8 "
Steam and gasfitters	2.40 " 9 "
Electricians	2.50 " 9 "
Sheet metal workers	2.25 " 9 "
Ordinary labourers	1.75 " 9 "
Driver, 1 horse and cart	2.50 " 9 "
Driver, 2 horses and wagon..	3.50 " 9 "

Astronomical observatory at Toronto, Ont.; name of contractors, F. D. Brown and H. G. Love, Toronto, Ont.; date of contract, January 20, 1908; amount of contract, $91,800.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate:
Stonecutters	.50 per hour, 8 hrs. per day.
Masons	.50 " 8 "
Bricklayers	.50 " 8 "
Carpenters	.33 " 8 "
Plasterers	.50 " 8 "
Lathers	.40 " 8 "
Painters and glaziers	.30 " 8 "
Plumbers, steam and gasfitters	.37½ " 8 "
Sheet metal workers	.32½ " 9 "
Electricians	.32½ " 8 "
Blacksmiths	.28 " 9 "
Builders' labourers	.25 " 8 "
Ordinary labourers	.20 " 9 "
Driver, 1 horse and cart	$3.50 per day of 10 hours.
Driver, 2 horses and wagon..	4.50 " 10 "

Extension to public wharf at Dorchester, N. B.; names of contractors, W. & O. Downey, Currysville, N. B.; date of contract, January 20, 1908; amount of contract, $13,478.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate:
Foreman carpenter	$2.25per day of 10 hours.
Carpenters	1.75 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.25 " 10 "
Ordinary labourers	1.35 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon.	3.00 " 10 "

Harbour works at Meaford, Ont.; name of contractor, Joseph Battle, Thorold, Ont.; date of contract, January 21, 1908; amount of contract, $34,742.87.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate:
Foreman carpenter	$2.75 per day of 10 hours.
" concrete mixer	2.25 " 10 "
" laying concrete	2.25 " 10 "
" stone crusher	2.25 " 10 "
Engineman for pile driver..	2.25 " 10 "
Carpenters	2.25 " 10 "
Timekeeper	1.75 " 10 "
Blacksmiths'	2.25 " 10 "
Blacksmiths helpers	2.00 " 10 "
Labourers	1.75 " 10 "
Driver, 1 horse and cart	3.00 " 10 "
Driver, 2 horses and wagon..	4.00 " 10 "

Immigration building at Victoria, B. C.; names of contractors, Luney Bros., Victoria, B. C.; date of contract, January 23, 1908; amount of contract, $63,140.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages Not less than the following rate:
Stonecutters	$5.00 per day of 8 hours.
Bricklayers	5.00 " 8 "
Masons	5.00 " 8 "
Carpenters	4.00 " 8 "
Joiners	4.00 " 8 "
Stairbuilders	4.00 " 8 "
Plasterers	5.00 " 8 "
Lathers	2.50 per 1,000 laths.
Painters and glaziers	3.50 per day of 8 hours.
Plumbers	4.00 " 8 "
Steam and gasfitters	4.00 " 8 "
Tinsmiths	3.50 " 8 "
Metal roofers	3.50 " 8 "
Structural iron workers	4.00 " 8 "
Electricians	3.50 " 8 "
Blacksmiths	3.50 " 9 "
Blacksmiths' helpers	2.50 " 9 "
Ordinary labourers	2.25 " 8 "
Builders' labourers	2.50 " 8 "
1 horse cart and driver	4.00 " 9 "
2 horses, wagon and driver.	6.00 " 9 "

Public building at Neepawa, Man.; names of contractors, Fusee McFeetors Co., Limited; date of contract, January 27, 1908; amount of contract, $28,000.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate:
Stonecutters	.60 per hour, 8 hrs. per dy.
Stonemasons	.55 " 9 "
Bricklayers	.55 " 9 "
Builders' labourers, hodmen	.25 " 10 "
Ordinary labourers	.17½ " 10 "
Driver, 1 horse and cart	.40 " 10 "
Driver, 2 horses and wagon.	.55 " 10 "
Structural iron workers	.40 " 9 "
Blacksmiths	.27½ " 10 "
" helpers	.20 " 10 "
Carpenters	.35 " 9 "
Joiners	.37½ " 9 "
Stair Builders	.40 " 9 "
Sheet metal workers (tinsmiths)	.39 " 9 "
Electrical wirers	.40 " 9 "
Plumbers	.35 " 9 "
Steamfitters	.35 " 9 "
Plasterers	.50 " 9 "
" labourers	.25 " 10 "
Lathers	.35 " 9 "
Painters and glaziers	.30 " 9 "

Public wharf at St. Omer, Que.; name of contractors, P. Nadeau & Sons and N. Arseneau, of Grand Cascapedia, Que.; date of contract, January 28, 1908; amount of contract, $12,400.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages. not less than. the following rate:
Foreman carpenters	$2.25 per day of 10 hours.
Carpenters	1.50 " 10 "
Blacksmiths	2.00 " 10 "
" helpers	1.25 " 10 "
Labourers	1.25 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon.	3.00 " 10 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order
Making metal dating stamps and type and making other hand stamps and brass crown seals	$ 497.45
Making and repairing rubber dating stamps and type; also other stamps	65.46
Supplying stamping material and repairing stamping pads	241.04
Making and repairing post office scales	1,079.50
Supplying mail bags	2,514.38
Repairing mail bags	1,186.53
Making and repairing mail locks and supplying mail bag fittings	405.65
Repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes and parcel receptacles	41.75
Making and repairing miscellaneous articles of Postal Stores	83.95
Making up and supplying articles of official uniform	9,908.81

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JANUARY, 1908.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 267 individual workpeople in Canada during the month of January, 1908, were reported to the Department of Labour. Of these, 94 were fatal and 173 resulted in serious injuries. In addition, 9 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before January, 1908. The number of fatal accidents reported in January, 1908, was 190, being 6 more than in the previous month and 36 more than in January, 1907.

Of 144 returns received during the month giving the ages of the victims of industrial accidents 17 referred to persons under twenty-one years of age, 32 to persons between twenty-one and forty-five, 8 to persons over forty-five years, 87 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING JANUARY, 1908, BY INDUSTRIES, AND TRADES.

Trade or industry.	Killed	Injured	Total
Agriculture	12	16	28
Fishing and hunting	5		5
Lumbering	8	13	21
Mining	4	18	22
Building trades	1	7	8
Metal trades	3	30	33
Woodworking trades	1	11	12
Printing trades		1	1
Clothing trades	1	1	2
Textile trades	1	9	10
Food & tobacco preparation	1	4	5
Railway service	29	26	55
Navigation	7	1	8
General Transport	5	10	15
Civic employees	3	8	11
Miscellaneous	3	9	12
Unskilled labour	10	9	19
Total	94	173	267

Nature of Fatalities and Accidents.

The chief disasters of the month were, the death of 7 members of a construction gang on the line of the National Transcontinental Railway, near Hawk, Ont.; the killing of 2 farmers at a railway crossing at Cedar Springs, Ont.; a railway wreck at Tilsonburg, Ont., causing the death of two workmen; the cave-in of a gravel pit at Prince Albert, Sask., and an explosion of dynamite at Hawk Lake Ont., killing 2 members of a construction gang.

Disastrous Explosion of Dynamite Near Hawk, Ont.

On January 16, seven members of a construction gang on the National Transcontinental Railway, near Hawk, Ont., while working in a rock cutting, were killed by a premature explosion of dynamite. Four were blown to pieces and three received such injuries as caused their deaths a couple of days afterwards.

Tragedy at Cedar Spring Crossing, Ont

On the night of January 11th, a Père Marquette Railway accommodation train, travelling at forty miles an hour, struck a democrat wagon at a level crossing at Cedar Springs, Ont., containing two farmers and the daughter of one of the farmers. The father and daughter were killed instantly, and the other occupant of the vehicle received injuries causing his death on January 13th.

Railway Wreck at Tilsonburg, Ont.

On the morning of January 2, 1908, two Wabash engines, Nos. 1125 and 1132, were forced to abandon the half of a west bound freight train at Tilsonburg, owing to its proving too heavy to take out of the siding. The engines proceeded to Corinth with the first half of the train, and were on their way back to Tilsonburg for the remainder when they collided with Grand Trunk train No. 93 drawn by engine No. 595, throwing the latter from the rails and overturning it. The engineer of engine No. 595 was pinned under the engine and instantly killed.

and the brakeman received such injuries as caused his death on January 4th, 1908. The verdict of the coroner's jury was that the accident was caused by the negligence of the Wabash train crew in not properly protecting the rear end of their train.

Disaster at Prince Albert, Sask.

On January 10th, two labourers working in a gravel pit at Prince Albert, Sask., were instantly killed by a cave-in of gravel.

Explosion of Dynamite at Hawk Lake Ont

On January 3rd, two workmen employed on construction work for the Grand Trunk Pacific Railway at Hawk Lake, Ont., were loading a hole that had been sprung when an explosion occurred, killing them instantly.

Record by Trades and Industries.

Agriculture.—During January, there were 12 fatal and 16 non-fatal accidents to persons engaged in this industry, compared with 20 killed and 21 injured in the previous month, and 5 killed and 16 injured in January, 1907. Of the fatal accidents, 4 were due to railways, and 2 each to runaways, live stock, falling material and falls. Of the other accidents, 5 were due to falling material, 2 each to railways, to falls, to runaways, to live stock, to being run over, and 1 to tools.

Fishing and hunting.—During January, 5 fishermen were drowned while engaged in their vocation. In the preceding month, there was 1 drowning, and in January, 1907, two.

Lumbering.—There were 8 fatal and 13 non-fatal accidents in this group during January, as against 9 deaths and 7 injuries in December last, and 4 killed and 10 injured in January a year ago. Five of the fatalities were caused by falling material, 2 to machinery, and 1 by drowning. Nine workmen were seriously injured by falling material, 3 by machinery and 1 by a fall.

Mining.—Four workmen were killed and 18 injured during January, 1908, compared with 15 killed and 17 injured in the month previous, and 14 killed and 22 injured in January, 1907. Two of the fatalities were due to falling material and two to explosions. Of the serious injuries, 8 were due to explosions, 7 to falling material and 3 to being struck or run over by ore cars.

Building trades.—A carpenter in Montreal, Que., died on January 4th from the effects of a fall on December 28th, and 7 other workmen were injured during the course of the month. In December, the numbers were 2 killed and 8 injured, and in January, 1907, 1 killed and 15 injured. Five of the serious injuries were caused by falls and 2 by falling material.

Metal, engineering and shipbuilding trades.—Accidents caused 3 deaths in January, 1908, and 30 serious injuries, compared with 6 killed and 50 injured in the preceding month, and 1 killed and 49 injured in January, 1907. Two electrical workers were killed by electric shock and another by falling from a telephone pole. Thirteen workmen were seriously injured by machinery, 10 by falling or flying material, 5 by falls and 1 each by molten iron and by an explosion.

Woodworking trades.—A planing mill hand at New Liskeard, Ont., fell on a revolving saw and was killed during January; 11 other workmen were injured. In the preceding month there were 3 killed and 15 injured, and in January, 1908, 9 injured. Ten of the accidents were due to machinery and 1 to falling material.

Printing trades.—In January, a pressman at Belleville, Ont., had a hand badly crushed in a press. In December, there were 2 minor accidents, and in January, of last year, 3 minor injuries.

Clothing trades.—A garment worker at Berlin, Ont., fell a distance of 10 feet and dislocated his shoulder. In the preceding month, there were 2 minor injuries, and in January, 1907, 1 killed and 1 injured.

DEPARTMENT OF LABOUR, CANADA
STATISTICAL TABLE SERIES F., No. 51.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JANUARY, 1908.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Agriculture—				
Farmer	Westmount, Que	Jan. 11	1	In a runaway.
"	Bennington, Ont	" 11	1	Kicked by a horse.
"	Cedar Springs, Ont	" 12	2	Struck by train.
"	Mar, Ont	" 7	1	Tree fell on him.
"	Low Banks	" 14	1	Run over by train.
"	Newboro, Ont	" 23	1	Thrown from horse.
"	Eganville, Ont	" 27	1	Tree fell on him.
"	Filmore, Sask	" 28	1	In a runaway.
"	Ange Gardien, Que	" 29	1	Fell from hay loft.
Farm hand	Aldborough, Ont	" 3	1	Kicked by horse.
Farmer's daughter	Cedar Springs, Ont	" 12	1	Struck by a train.
Fishing and Hunting—				
Fishermen	Bay of Fundy, N. B	" 4	2	Drowned, boat was wrecked.
"	Sydney, N. S	" 15	1	Drowned, boat capsized.
"	Westport, N. S	" 21	2	Drowned, boat capsized.
Lumbering—				
Logger	Arnprior, Ont	" 21	1	Drowned, fell off logs.
"	Valdy Island, B. C	" 23	1	Tree fell on him.
"	Malahide, Ont	" 23	1	Tree fell on him.
"	Bass River, N. B	" 17	1	Tree fell on him.
"	Mattawa, Ont	" 28	1	Load of logs rolled on him.
Saw mill hand	New Liskeard, Ont	" 10	1	Fell on circular saw.
Pulp mill worker	Grand Mère, Que	" 2	1	Emery wheel burst.
"	Ottawa, Ont	" 25	1	Log rolled on him.
Mining—				
Miner	Cobalt, Ont	" 2	1	Bucket fell on him.
"	Edmonton, Alta	" 7	1	By explosion of gas.
Quarryman	Campbellford, Ont	" 15	1	Rock weighing 700 lbs. fell on him
"	Windsor, N. S	" 22	1	Explosion of dynamite.
Building trades—				
Carpenter	Montreal, Que	" 4	1	Died from effects of fall on Dec. 28
Metal, engineering and shipbuilding trades—				
Electrical worker	Montreal, Que	" 2	1	Electric shock.
"	Winnipeg, Man	" 22	1	Electrocuted.
"	Toronto, Ont	" 27	1	Fell from pole.
Woodworking—				
Planing mill hand	New Liskeard, Ont	" 9	1	Fell on revolving saw.
Textile Trades—				
Woollen factory hand	Paris, Ont	" 3	1	Crushed in elevator.
Food and Tobacco preparation—				
Refinery hand	Montreal, Que	" 20	1	Caught in shafting.
Railway Employees—				
Engineer	Tilsonburg, Ont	" 2	1	In head-on collision.
"	Biscotassing, Ont	" 3	1	In derailment.
Brakeman	Tilsonburg, Ont	" 4	1	Head-on collision on Jan. 2.
"	St. Thomas, Ont	" 2	1	Struck by train.
"	Red Pine Stn., N. B	" 12	1	Run over by train.
"	Rivière à Pierre, Que	" 24	1	Run over by train.
"	Richmond, Que	" 22	1	Caught between cars.
"	St. Catharines, Ont	" 28	1	Derailment of train.
"	Strathmore Stn., Que	" 29	1	Run over by train.
Switchman	St. Thomas, Ont	" 1	1	Run over by train.
Sectionman	Charlemagne, Que	" 10	1	Fell through a bridge.
"	Pointe St. Charles, Que	" 13	1	Struck by locomotive.
"	St. Hyacinthe, Que	" 15	1	Struck by locomotive.
	Toronto, Ont	" 20	1	In rear end collision.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 51

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1907.

Trade or Industry.	Locality.	Date.	No. Killed	Cause of Fatality.
Conductor	Medicine Hat, Alta.	Jan. 18	1	Caught between cars.
"	St. Catharines, Ont.	" 28	1	Head-on collision.
Construction hands	Hawk, Ont.	" 5	2	Explosion of dynamite.
"	Hawk, Ont.	" 15	7	Explosion of dynamite.
"	Clover Bar, Man.	" 28	1	Burned to death on bridge.
Grievance committee man, C. P. R.	Toronto Junct., Ont.	" 4	1	Run over by train.
Car shop hand	Montreal, Que.	" 28	1	Car fell on him.
Station hand	North Battleford, Sask.	" 23	1	Suffocated in station fire.
Navigation—				
Ship carpenter	Victoria, B. C.	" 8	1	Drowned, washed overboard.
Stevedore	St. John, N. B.	" 20	1	Fell into ship's hold.
Steamboatman	Mattawa, Ont.	" 7	1	Drowned, fell from bridge.
Sailor	Port Dufferin, N. S.	" 20	1	Drowned, washed overboard.
"	Port Townsend, B. C.	" 28	1	Drowned, blown overboard.
"	St. John, N. B.	" 31	1	Drowned, knocked overboard by rope.
Ship labourer	St. John, N. B.	" 21	1	Crate of goods fell on him.
General Transport—				
Street car conductor	Port Arthur, Ont.	" 16	1	Fell from street car on head.
"	Paris, Ont.	" 15	1	In derailment of car on trestle.
Teamster	Three Rivers, Que.	" 18	1	Telegraph pole fell on him.
"	Sussex, N. B.	" 7	1	Jumped from moving train.
Carter	Montreal, Que.	" 21	1	Struck by engine.
Civic Employees—				
Civic employee	St. Thomas, Ont.	" 14	1	Fell into a sewer.
Fireman	Montreal, Que.	" 12	1	Wall fell on him.
"	Hamilton, Ont.	" 21	1	Wall fell on him.
Miscellaneous—				
Domestic servant	Vancouver, B. C.	" 13	1	By ignition of coal oil in can.
Hotel employee	Winnipeg, Man.	" 3	1	Fell down stairs, broke neck.
Clerk	Toronto, Ont.	" 28	1	Fell 55 ft. down elevator shaft some time ago—died Jan. 28.
Unskilled labour—				
Labourer	Ottawa, Ont.	" 3	1	Crushed to death in excavation.
"	West Garafraxa, Ont.	" 9	1	Cave-in of gravel pit.
"	Prince Albert, Sask.	" 11	2	Cave-in of gravel pit.
"	Paris, Ont.	" 4	1	Crushed in elevator.
"	Rosemount, Que.	" 20	1	Explosion of dynamite.
"	Cote St. Paul, Que.	" 21	1	Cave-in of frozen sand.
"	Cap Rouge, Que.	" 25	1	Cave-in of earth.
"	Toronto, Ont.	" 8	1	By falling debris.
"	Megantic, Que.	" 4	1	Struck by freight train.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN JANUARY.

Farmer	Alsa Craig, Ont.	Dec. 31	1	Wood pile fell over on him.
Loggers	Near Roch Bay, B. C.	" 30	2	Drowned, slipped from logs.
Miner	Taleville, Ont.	" 31	1	Struck by cars.
"	Cumberland, B. C.	" 24	1	By fall of coal.
Construction hands	Field, B. C.	" 31	3	Explosion of dynamite.
Engineer in glue factory	Brantford, Ont.	" 30	1	Caught in belting.

Textile trades.—A woollen factory hand at Paris, Ont., was crushed to death in an elevator, and 9 other workmen were seriously injured, all by machinery. The record in December last was 1 injured. In January, 1907, there were no accidents.

Food and tobacco preparation.—A refinery hand in Montreal, Que., became entangled in belting and was killed, and 4 others were injured, 2 by live stock and 2 by machinery. There was 1 workman injured in the previous month and 6 injured in January of last year.

Railway service.—There were 29 railway employees killed and 26 injured in January, 1907, compared with 20 killed and 27 injured in December, and 23 killed and 22 injured in January a year ago. Nine of the fatalities were due to explosions, 5 to being run over, 4 to collisions, 3 to being struck by cars, 2 each to derailments, to being caught between cars, to fires, and 1 each to falls, and falling material. Seven of the accidents were due to being run over, 5 each to collisions and falls, 4 to to exsions, 3 to being caught between cars, and 1 each to being struck by a passing object and to machinery.

Navigation.—During January, there were 7 killed and 1 injured in this group, compared with 7 killed in December, and 3 killed and 1 injured in January, 1907. Five of the deaths were caused by drowning and 1 each to a fall and to falling material. A boiler rolled on to the arm of a longshoreman at Vancouver, B. C., and it had to be amputated.

General transport.—Five of these workers met death by accident and 10 were injured during January, compared with 2 killed and 11 injured in the preceding month, and 2 killed and 10 injured in January, 1907. Two of the fatalities were due to falls and to railways, and 1 to falling material.

Civic employees.—There were 3 civic employees killed and 8 injured during January, 1908, compared with 11 injured in December and 11 injured in January, 1907. Two of the deaths were caused by falling material and 1 by a fall. Falling material injured 5 of these workers, railways 2, and being run over 1.

Miscellaneous.—Three fatal and 10 non-fatal accidents occurred. In the previous month there were 3 killed and 10 injured, and in January a year ago, 2 killed and 13 injured. Two of the fatalities were due to falls and 1 to an explosion of coal oil. Falls caused 3 injuries, machinery 2, an explosion 1, railways 1, an elevator 1, and falling material 1.

Unskilled labour.—Seven of the fatalities were caused by cave-ins or falling material, 1 by an elevator, 1 by an explosion, and 1 by railways. Falling material injured 5, machinery 2, railways 1, and a fall 1. In December, and in January, 1907, there were 7 of these workers injured.

TRADE DISPUTES DURING THE MONTH OF JANUARY, 1908.

THERE was an increase in the number of trade disputes in Canada during January compared with the previous month, but none of them involved as many as 500 employees. The most serious dispute was at Collingwood, Ont., where an establishment employing 450 men was closed down indefinitely. A significant feature was the fact that five out of six of the new disputes of the month arose from reductions in wages.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of disputes reported to have been in existence in Canada during January was 9, an increase of 3 compared with the previous month, and a decrease of 4 compared with January, 1907. About 9 firms and 1,418 employees were affected by these disputes, 6 firms and 1,094 being involved in the disputes which began in January.

Loss of time in working days.—The loss of time to employees through trade disputes during January was approximately 21,040 working days, compared with 10,775 in December, and 12,144 in January, 1907.

Trades affected by new disputes.—The

following table shows the trades affected by the new disputes of the month, and the number of working people affected in each group of trades:—

Trades.	Number of disputes	Number of Workers
Lumbering	1	200
Metal and Shipbuilding trades.	3	814
Woodworking and furnishing .	1	17
Food and Tobacco preparation	1	63
Total	6	1,094

Localities affected by new disputes.—The new disputes of the month occurred in the following Provinces of the Dominion:—

Province.	Number of disputes.
Quebec	3
Ontario	3
Total	6

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	Number of disputes.
Against reduction of wages	5
Against employment of non-unionists	1
Total	6

Methods of settlement.—Of the 9 disputes in existence during January, six were terminated in the course of the month, leaving three still in existence at the close. One dispute was settled by conciliation, and two were settled by negotiations between the parties concerned. In one case, work was resumed on the employers' terms without negotiations, and in another the strikers secured work elsewhere and their places were filled. In the remaining dispute, the company decided to close their works indefinitely, until they could obtain better prices for their products.

Results of disputes.—Of the six disputes that were terminated, three resulted in favour of the employers, two resulted in a compromise, and in one the result was indefinite.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during January, which began in previous months, affected boilermakers and helpers at Halifax, N. S., corset workers at St. Hyacinthe, Que., and shoe workers at Levis, Que. A brief account of these disputes is given below:—

Strike of Boilermakers and Helpers at Halifax, N. S.

No change was reported with regard to a strike of 100 boilermakers and helpers employed by the Halifax Graving Dock Company, which began on September 28 on account of the refusal of the employers to grant a demand for an increase in wages.

Dispute of Corset Workers at St. Hyacinthe, Que.

A dispute affecting the Eastern Townships Corset Company at St. Hyacinthe, Que., which began on December 13, was terminated on January 28. The cause of the dispute was the refusal of the employees to sign an agreement providing that they should leave in the hands of the Company 10% of their wages until the sum for each person amounted to $80.00, when they would receive a share of the Company's stock worth $100.00, the company agreeing to pay interest semi-annually at the rate of 5% on the money so left in their hands. The employees stated that their wages being very low, they could not afford any deduction. In the course of the dispute, several interviews were held between the employers and their employees, in which several prominent citizens of St. Hyacinthe took part. Finally the employees agreed to accept the Company's terms, and work was resumed on January 28.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C., No. 85.

TABLE OF TRADE DISPUTES DURING THE MONTH OF JANUARY.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement	Date of termination	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males	Females	Males	Females			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Metal and shipbuilding trades—											
Boilermakers and helpers	Halifax, N.S.	For increase in wages, mechanics from $2.50 to $3.50, helpers from $1.80 to $2.50 per day	1	.....	89	.....	100	.....	Sept. 25	.....	No settlement reported at end of month.
Clothing trades—											
Corset workers	St. Hyacinthe, Que.	Demand of Co., that employees should sign agreement for a deduction from wages for investment in stock of Co	1	.....	100	.....	.....	.....	Dec. 13	Jan. 28	Work resumed on employers terms.
Shoe workers	Levis, Que.	Demand of an employee for an increase in wages, others stopped work in sympathy	1	.....	57	.....	38	40	Dec. 3	.....	No settlement reported but conditions ceased to be effected.
DISPUTES WHICH BEGAN DURING THE MONTH.											
Lumbering—											
Planing mill hands.	St. Romuald, Que.	Objection to a reduction in wages	1	.....	150	.....	50	.....	Jan. 17	Jan. 22	Agreement signed through friendly intervention of the Registrar of the Bureau of Conciliation and Arbitration of Quebec

Metal and Ship-Building Trades—												
Machinists	Ottawa, Ont.	Objection to a reduction in wages of 20 per cent	1		18				Jan.	20	Jan. 22	Settlement reached, a compromise. Particulars not received.
Tin workers	Montreal, Que.	Objection to a reduction of wages	1		80	16	250		Jan.	9	Jan. 14	Work resumed on employers terms by many strikers, places of others were filled.
Shipbuilders	Collingwood, Ont.	Objection to a reduction in wages of 15 per cent		1	45	0			Jan.	7		Co. decided to close works until better prices prevailed.
Woodworking and furnishing trades—												
Upholsterers	Guelph, Ont.	Objection to a reduction in wages	1		16		1		Jan.	10		No settlement reported at end of month.
Food and tobacco preparation—												
Cigarmakers	Montreal, Que.	Strikers alleged employees had repudiated an agreement, employers stated that they had decided to conduct an open shop	1		50		13		Jan.	14		No settlement reported at end of the month.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

Strike of Shoemakers at Levis, Que.

No settlement was reported in the case of a strike of shoemakers employed by the firm of Messrs. J. B. Blouin and Son, which took place at Levis, Que., on December 3. but conditions ceased to be affected by this dispute, the strikers securing work elsewhere, and others being engaged to fill their places. About 57 men were directly affected by the dispute, and indirectly about 38 men and 40 women workers. The strike arose from the refusal of the management to grant a demand made by an employee for an increase in wages, the others going out in sympathy with him.

New Disputes.

The new disputes of the month comprised strikes of shipbuilders at Collingwood, Ont., planing mill hands at St. Romuald, Que., tin workers at Montreal, Que., cigarmakers at Montreal, Que., machinists at Ottawa, Ont., and upholsterers at Guelph, Ont.

Strike of Boilermakers and Shipbuilders at Collingwood, Ont.

On January 6, a strike of about 450 boilermakers and shipbuilders, employed by the Collingwood Shipbuilding Company, Limited, took place at Collingwood, Ont. According to a report received from the Company, it was stated that they were compelled, through reduction in prices for their output, to reduce wages 15%, and that the employees refused to accept this reduction. The Company claiming that they were unable to compete against other shipbuilding firms without reducing the cost of labour, decided to close their works until better prices prevailed. There was no resumption of work in the course of the month.

Strike of Planing Mill Hands at St. Romuald, Que.

On Friday, January 17, a strike took place affecting the employees of the Gravelle Lumber Company at St. Romuald, Que., which was caused by a dispute over wages. It was stated that early last summer, an increase in wages was granted by the employers upon the demand of their men. On January 1, the employees were informed that the mill, having no orders on hand, would close down indefinitely, unless they accepted a decrease in wages of about 20%, the decrease to remain in force only so long as the mill was working for stock. This was accepted by the men. Not having sufficient employment for the four wood sorters in the mill, the Company gave them work as snow shovellers, paying them 20 cents a day less than those in the mill. Later, one of these four was sent back to work in the mill at the same rate as he had been receiving for shovelling snow. The other employees objected and went on strike, to the number of 150 men. About 50 employees were indirectly affected by the dispute. On January 22, work was resumed under an agreement arrived at through the friendly intervention of the Registrar of the Board of Conciliation and Arbitration of Quebec. The terms of the agreement provided for the reference of any disputes to a Committee of Conciliation, composed of seven employees, three of whom would be chosen by each party, and the seventh by the six so chosen. The wages of the employees would be 14 cents per hour from January 22, 1908, to May 1, 1909, but cullers would be paid 16 cents per hour, except when employed at other work, when they would receive 14 cents. The agreement provided for an open shop, and for the discharge of any employees for violation of the rules of the establishment, to be posted up in different parts of the building.

Strike of Tin Workers at Montreal, Que.

On January 9, about 96 employees of the Thomas Davidson Manufacturing Company at Montreal, who were employed on enamel, galvanized and stamp work, declared a strike, refusing to accept a reduction in their wages. The strikers included 80 men and 16 female employees. About 250 employees were indirectly involved, but 400 others were not affected by it. It was claimed by the company that on January 13, those whose places had not been filled returned to work unconditionally.

Strike of Iron Foundry Workers at Ottawa, Ont.

On January 20, 18 employees of the Chaudiere Machine and Foundry Company of Ottawa, Ont., declared a strike, refusing to accept a reduction of 20% in their wages. Two days later, a settlement was reached between the Company and the whole staff of the shop, numbering 25 men. The terms of the settlement were not reported, but it was stated to be in the nature of a compromise.

Strike of Upholsterers at Guelph, Ont.

On January 10, 16 upholsterers employed by the firm of Messrs. Morlock Bros. at Guelph, Ont., declared a strike. The dispute arose from the refusal of the employees to accept a reduction of about 10% in their wages on old work, and about 40% on new designs in furniture. One employee was indirectly affected by the dispute. It was alleged by the strikers that the management refused to deal with a committee of their employees, but discharged the members of the committee immediately. No settlement of the dispute was reported during the month.

Strike of Cigar-Makers at Montreal, Que.

On January 4, a strike of cigar-makers employed by the firm of Granda Hermanosy Ca. took place at Montreal, Que. According to a report received from the Company, it was stated that the cause of the dispute was its decision to conduct an open shop, and that it was engaging all who applied. It was alleged by the Cigarmakers' Union that the dispute arose from the repudiation by the employer of an agreement which had been formerly concluded with them. It was stated by the Company that 75 men were directly affected by the dispute. According to the employees, 50 men were directly affected, and 13 women workers were indirectly affected by the dispute. No settlement was reported in the course of the month.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada which began or were in continuance during the month of January, and which have been reported to the Department.

CANADIAN BANK CLEARINGS.

THE unprecedented volume of general trade in Canada during 1907 is well illustrated by the record of bank clearings in the various cities in which clearing houses are in operation. Compared with 1906, which was the heaviest year recorded previously, there was a marked increase in every locality, as will be seen from the following statement:—

	1906	1907
Montreal	$1,533,597,600	$1,555,712,000
Toronto	1,219,125,359	1,228,905,517
Winnipeg	504,585,914	599,667,576
Halifax	91,837,507	93,587,138
Hamilton	78,480,620	88,104,108
St. John	60,024,760	66,150,414
Vancouver	132,606,358	191,734,480
Victoria	45,615,615	55,330,588
Quebec	92,934,213	107,460,897
Ottawa	135,866,734	156,527,805
London	57,863,782	65,760,473
	$3,925,530,309	$4,208,940,996
Calgary		69,745,006
Edmonton		45,716,792
		$4,324,402,794

According to the above statement, the clearings of Canadian banks during the year 1907 showed a total increase over those of the previous year of $256,410,687. Exclusive of the Calgary, Alta., and Edmonton, Alta., houses, which were not in operation during 1906, the increase amounted to 6 per cent. During the year 1906, there was a gain of 18.49 per cent compared with the year 1905.

According to the monthly record, increases during the first six months of the year were very heavy in most cases; during the closing six months, some losses were recorded.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during January, 1908.

DOMINION REPORTS.

Railway Statistics.

Railway statistics of the Dominion of Canada for the year ended June 30, 1907, Ottawa, King's printer, 1908, page 139. Price 10c.

ACCORDING to a report of the comptroller of railway statistics, the total railway mileage in Canada during 1907 was 22,452, an addition of 1,099 over the previous year. The number of miles of railway actually under construction was not reported, but was estimated at 3,000. The population in Canada to each mile of railway was 289, compared with 381 in the United States; 358 in New Zealand and 686 in New South Wales, showing that Canada has a very high mileage compared with the population of the country. The amount of capital invested in Canadian railways is $1,171,937,808. The capitalization of the Canadian railways is $56,995 per mile, compared with $67,936 per mile in the United States, and $273,437 in the United Kingdom. The traffic during 1907 showed substantial gains. In freight there was an increase of 5,899,422 tons, compared with the previous year, and in passengers an increase of 4,147,537.

Mining Conditions in Canada.

Summary report of the Geological Survey for the calendar year 1907, Ottawa, King's printer, 1908, page 132. Price, 10 cents.

The summary report of the Geological Survey branch of the Department of Mines contains an account of the exploration work carried on by the different members of the staff during the year. There were 20 parties engaged in explorations during the last season, and their work extended over every Province of the Dominion except Prince Edward Island, and also over the Yukon district. In co-operation with McGill University, the Geological Survey has undertaken a systematic investigation of the coals of the Dominion, the main work of which will be completed in 1908. Economic tests as to the value of the different kinds of coal will be made out, as well as a complete series of chemical analysis of the coal and its products.

The Grain Trade of Canada.

Report of the Royal Commission on the grain trade of Canada, 1906, Ottawa, King's Printer, 1908, pages 39.

The report of the Royal Commission on the grain trade of Canada, which was appointed in 1906, contains much valuable information with regard to the handling and shipment of wheat in Western Canada. For the improvement of conditions, various recommendations were made. In order to provide against a shortage of cars, it was recommended that legislation should be passed providing that after a reasonable time from the ordering of a car, the railways be chargeable with demurrage until the car be furnished. It was found by the Commissioners that an agreement existed between certain elevator companies for the pooling of their receipts and earnings at the different points where the elevators came into competition with one another. This pooling arrangement was considered to constitute a menace to those who had to sell grain to these elevators, and to unduly limit competition. It was recommended that provision be inserted in the Grain Act prohibiting such arrangements among elevator companies. An account is given of the operations of the Winnipeg Grain and Produce Exchange and the North-West Grain Dealers' Association. The objects of the former are to provide facilities for its members in doing business, and the making of and passing of by-laws and regulations for the systematizing of trade among its members. The Northwest Grain Dealers' Association is a corporation existing under charter from the Province of Manitoba, composed of elevator owners and grain dealers. The main object of the Association is the regulat-

ing of the buying of grain in the country. The only business in which it engages is the purchasing of supplies for the country elevators and its members, and the sending out of joint telegrams to all buying points, thus saving a large amount to its members each year.

ONTARIO REPORTS.

Mineral Production of Ontario.

The 16th Annual Report of the Bureau of Mines of Ontario, Part I, 1907. Toronto, King's Printer, 1907, pages 256.

Part I of the report of the Ontario Bureau of Mines for 1907 contains statistics relating to the year 1906. In that year, the metallic production of the Province amounted to the value of $13,353,080, and the non-metallic to $9,035,303 making a total value of $22,388,383, compared with $17,854,296 in 1905. The total number of employees engaged in mining during 1906 was 12,551, compared with 11,151 in the previous year. The wages paid amounted to $6,048,328 in 1906, and $5,082,653 in 1905. Among the minerals, the greatest amount of wealth was derived from pig iron, which was produced to the value of $4,554,247. The next highest was nickel, the value of which amounted to $3,839,419. The value of silver produced was $3,689,286. Of the nonmetallic minerals, the chief products were brick, to the value of $2,157,000, and Portland cement, of which there is produced 1,598,815 barrels, valued at $2,381,014.

OTHER REPORTS RECEIVED.

Canada.—Second report of the Board of Railway Commissioners for Canada for the year ended March 31, 1907.

Ontario.—A report relating to the registration of boards in the Province of Ontario for the year ending 3rd of December, 1905 (being the 36th annual report).

British Columbia.—British Columbia public reports for the fiscal year ended 30th June, 1907.

New Zealand.—Awards, etc., under the Industrial Conciliation and Arbitration Act, 1907.

United States.—Commonwealth of Massachusetts District Police Report, 1907.

Italy.—Ufficio del Lavoro. Atti del Consiglio Superiore del Lavoro; IX Sessione—Giugne 1907.

Ufficio del Lavoro. I Lavoratori delle Miniere. Parte Prima. Età, famiglia, morbilità, occupazione, reddito.

Bollettino dell'Emigrazione. Anno 1907. N. 12.

Bollettino dell'Emigrazione. Anno 1907. N. 13.

Bollettino dell'Emigrazione. Anno 1907. N. 14.

Bollettino dell'Emigrazione. Anno 1907. No. 15.

Bollettino dell'Emigrazione. Anno 1907. N. 16.

Bollettino dell'Emigrazione. Anno 1907. N. 17.

Bollettino dell'Emigrazione Anno 1907. N. 18.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

QUEBEC CASES.

Important Verdict in Damage Suit.

Michelo Sangala, a labourer, brought suit in the Superior Court at Montreal to recover from defendants $3,635 damages resulting from injuries sustained while in the employ of the latter. The jury found that the accident was due neither to the fault of the plaintiff or the defendant; consequently, there being no one responsible for the accident, no damages were awarded. Apart from its principal issue, the verdict in the case contained an interesting appreciation of what may constitute interruption of prescription. In April, 1906, plaintiff was hired by defendants to work at excavating in streets for the purpose of laying water mains. While he was working in the bottom of the trench, a considerable portion of the wall of the trench fell in on him, fracturing his leg. Three weeks after the accident, plaintiff's son went to see Mr. Treffle Bastien, who

was interested in the contract, and asked for assistance on behalf of his father. Mr. Bastien then and there gave him $10 to purchase food; and later it was arranged that the injured man would receive $7 a week. This was paid for over a year, but finally plaintiff decided to sue for an indemnity. Defendant, whose partner Bastien subsequently became, pleaded that such suit was prescribed after the expiration of a year, but plaintiff contended that the payment of $7 a week was an acknowledgement on the part of defendants of their liability, and that such payment constituted an interruption of prescription. After two days' trial, in the course of which difficulty was experienced in getting out the evidence owing to the use of three languages, the jury found that the accident was a purely fortuitous event. In the list of questions submitted to the jury, they were asked if the money paid over to plaintiff prior to the institution of the action had been paid out of charity, or for the purpose of avoiding suit. They answered that the $10 had been paid for charity's sake but that the $7 a week paid for one year was for the purpose of avoiding suit. This answer was tantamount to a finding that prescription had been interrupted.

(Sangalla vs. Laurin & Co.; 9th January, 1908; Denvers, J.)

Bound Over for Using Threats.

On 4th December, 1907, Fred Madley, in the employ of Wallace McGinnis, lost his situation. Angered at this, Madley made use of the words, "I will do for you, even if I have to go to the penitentiary for it." He was brought before the Court and bound over in the sum of $200 to keep the peace for one year.

(Rex vs. Madley; 10th January, 1908; Choquet, J.)

Contributory Negligence.

Plaintiff, who was in the employ of defendants, in the course of his employment was thawing out some water pipes. He had occasion to get up on the top of a tank, when he fell into the tank, which contained boiling brine, and was injured. He brought suit in the Superior Court at Montreal to recover damages, which he estimated at $1,500. He was awarded $212, as he had contributed to his mishap by his own imprudence.

(Martineau vs. Montreal Stock Yards Co.; 14th January, 1908; Hutchison, J.)

Criminal Negligence.

Some time since, Henri Rousseau, an employee of the Thomas Davidson Manufacturing Co., Limited, at Montreal, was killed in the course of his employment by falling into a fly wheel which was unprotected. A coroner's jury brought in a verdict at the inquest that Mr. T. Charles Davidson, an official of the Company, was criminally responsible for the death of Rousseau. Consequent thereon, a charge of manslaughter was laid against Mr. Davidson, but the Crown Prosecutor, on the case being called, announced that he did not intend to proceed with the charge, and it was dismissed. The reason for this action on the part of the Crown, as given by the Crown Prosecutor, was that if any crime had been committed, it was the Company which was answerable, and not its official.

(Rex vs. Davidson; 16th January, 1908; Choquet, J.

Judgment in Damage Suit.

On 20th October, 1904, plaintiff's son, while in the employ of the defendants, was killed in the course of his employment, and in consequence, an action was brought by his parents to recover an indemnity of $4,000 from the defendants on the ground of the negligence of the latter. Deceased was engaged in removing ashes underneath a locomotive, when it was put in motion by some person as yet unknown, and deceased sustained such injuries that he died. The presiding Judge awarded plaintiffs $1,500 damages, and expressed the opinion that criminal proceedings should be taken against whoever was responsible for the locomotive being put in motion.

(Riccio et ux. v. C. P. R. Co., 17th January, 1908; Mathieu, J.)

Duty of Employers to See Instructions Carried Out.

On 15th September, 1906, plaintiff, an employee of defendants, sustained injuries in the course of his employment and subsequently brought action to recover an indemnity of $7,500, claiming that he was disabled for life. Plaintiff claimed that although hired as a helper, he was ordered by the foreman to feed a machine used for grinding old rubber, and that the grinder having become clogged by a piece of pneumatic tire which was too big to go through, he attempted to extricate it, with the result that his hand was caught between the rollers and crushed. The injury was such that his hand had afterwards to be amputated. The negligence alleged by plaintiff was that he was not engaged to feed the machine, but to serve as a helper; that the person who cut the rubber did not perform his duty properly, but allowed lumps to pass through, and finally that he was not instructed as to the operation of the grinder, or warned of its danger, or provided with a hook with which to withdraw any lump that might clog the rollers. The defendants pleaded that the accident was due to plaintiff's own carelessness in putting his hand into dangerous proximity with the moving machinery, when he had been repeatedly cautioned not to do so; that the rubber was cut partly by plaintiff himself, who assumed this task of his own accord in order to have more rubber to feed to the grinder, and thereby obtain more remuneration for piece work; that it was not his duty to cut the rubber for the grinder, and finally, that the machine was in good working order and constituted no danger to the employee operating it if he carried out the instructions given him, which they claimed was done in the case of plaintiff. The case was first tried in October last, when the jury disagreed. After deliberation, the jury found that both plaintiff and defendants had been at fault; plaintiff in imprudently trying to extricate the piece of rubber with his hands while the machine was in motion, which he was not supposed to do, and defendants in not seeing that its instructions were carried out. They held, in conformity with the jurisprudence on the point, that it was not sufficient for employers in such cases to warn of danger, but that they were bound to see that such instructions were properly carried out. They estimated that plaintiff had sustained damage to the extent of $3,500, but arrived at the conclusion that he was entitled to $2,000 less owing to his own negligence, and awarded the sum of $1,500.

(Karakoviris vs. Canadian Rubber Co; 18th January, 1908; Saint Pierre, J.)

Justifiable Dismissals.

In the Recorder's Court at Montreal, recently, plaintiff sued defendant for wages, alleging that she had been hired for four months and had been dismissed before the expiration of this period. Defendant proved that plaintiff had been dismissed for cause. In giving judgment dismissing the case, the Recorder said: "Even although you should have been engaged for life, from the moment that you did not give satisfaction, your master had the right to dismiss you. Each party to a contract is bound to fulfil his engagements, and the default of one to fulfil his part discharges the other from the corresponding obligation."

(Mercier vs. Lazure; 23rd January, 1908; Recorder.)

A mantle designer, named Auld Weinberg, was engaged by defendant for a year, dating from January 1st, 1907, at a salary of $35 per week. Mrs. Weinberg was also hired to take charge of the skirt department, her salary being $12 per week. In the middle of April, both Weinberg and his wife were dismissed, wrongfully, as they claimed, and they brought action to recover $282 damages from defendant. The latter claimed that Weinberg's models did not fit and had to be re-made. He remonstrated with Weinberg several times, and finally discharged him, as he was losing money. In the Superior Court, at Montreal, the Court dismissed the action, holding that the dismissal was justified.

(Weinberg et ux. v. Lafrance; 18th January, 1908; Loranger, J.)

Fellow Workmen not Criminally Responsible for Death.

An inquest was held at Montreal into the circumstances surrounding the death of Joseph Richard dit Brule, who died as the result of injuries sustained in the course of his employment after lingering for some time in the hospital. Richard was a young man of 18 years of age, and worked in the shops of the Locomotive and Machine Co., at Longue Pointe. On the 17th December last, while at his work, he was struck by a large piece of iron, weighing at least 2,000 pounds, and was crushed between it and a boiler, from which injuries he died. After hearing all the evidence adduced, the coroner's jury returned a verdict that the two men who were working with deceased at the time were not criminally responsible for his death.

(Inquest re Richard dit Brule; 21st January, 1908; McMahon. Coroner.)

Damages for Loss of Finger.

Plaintiff brought action in the Superior Court at Montreal to recover $1,999 damages on account of his minor son having had the first finger of his right hand cut off in the course of his employment with defendants, owing, as alleged, to the negligence of the latter. The young man was operating a tin-cutting machine when the accident happened. The Court held that the machine was defective, and the employers must be held responsible. Damages to the amount of $600 were awarded to plaintiff.

(L'Heureux vs. McClary Man'f'g Co.; 24th January, 1908; Bruneau, J.)

ONTARIO CASES.

Claim for 30 Years' Wages Settled

At the Toronto non-jury Assizes recently, an action brought by Mrs. Lydia Vanderburg, of Richmond Hill, against Mrs. Euphemia Brown, an elderly widow, of Toronto Junction, came up for trial. Plaintiff claimed the sum of $2,000, or else that she should be remembered to that amount in defendant's will. She said that thirty years ago, when a girl of thirteen, she went to stay at the Browns' farm, and did the work of a hired girl from that time until March, 1906. For a part of the time she was paid wages, but for nearly the whole of the thirty years that she had been with Mrs. Brown on the farm, and later in helping her run boarding houses in Toronto, she had received no wages, Mrs. Brown having said she would do "the right thing" by plaintiff, and remember her in her will. After hearing evidence from both parties, and at the suggestion of the presiding Judge, the parties agreed to come to terms between themselves, and the action was dismissed by consent.

(Vanderburg vs. Brown; 20th January, 1908; Meredith, C. J.)

A Fisherman is not a Seaman.

An interesting decision was rendered recently at St. Thomas. Plaintiff had recovered judgment against defendant for $22.60 and costs, and garnisheed the wages owing to the latter by Capt. A. C. Brown. It was proved that defendant was employed as a fisherman by Brown on the tug "Gordon Brown," and there was about $40 coming to him. On defendant's behalf, the contention was raised that the wages of a fisherman cannot be garnisheed, as under the Shipping Act of Canada, a seaman's wages are exempt. On plaintiff's behalf, it was contended that the Act does not apply to the Province, and even if it did, the defendant was not a seaman. The presiding Judge decided that the Act was not applicable, and that a fisherman cannot claim the exemption as a seaman, and gave judgment for plaintiff with costs.

Going vs. Fritzley; 28th December, 1907; Ermatinger, Co., J.)

Illegal marking of Apples.

In the Police Court at Picton recently, Messrs. H. E. Groff and T. D. Onderdonk, of the firm of Groff & Onderdonk, Trenton, were fined for selling illegally marked and packed apples, and A. E. Brown, of Ameliasburg, and W. Miron, of Northumberland County, buyer and packer respectively, were convicted and fined

the costs of the Court. The fine imposed upon Groff and Onderdonk aggregated some $23.

(Rex vs. Groff et al.; 24th January, 1908; Currie. P. M.)

Coroner's Juries Condemn Employers.

At an inquest held on the body of William Lappage, who was killed in the C. P. R., repair shops at Toronto Junction by a car falling on him, evidence was given by the Divisional Superintendent that the car had been first put on trestles on December 6th, and that the cause of the accident was the thawing of the frozen ground and the consequent settling of the car on its supports. He also made the statement that the foremen were responsible for the acts of the workmen. The verdict of the jury was that "the deceased came by his death on December 10th, while in the discharge of his duties on the C.P.R. We condemn the Company for the bad system in protecting their men repairing the car the deceased was killed by."

(Inquest re Lappage; 19th December, 1907.)

The coroner's jury charged with the investigation of the cause of the death of August Wank, who was killed owing to a collision between a street car and a C. P. R., freight train on 3rd January, brought in the following verdict:

"That August Wank came to his death on January 3rd, on Beechwood Avenue, as a result of a collision between a C.P.R., freight train and car No. 58 of the Ottawa Electric Railway Company. If rule No. 15 of the rule book of the Ottawa Electric Railway Company, and section 278 of the Railway Act, had been carried out, no collision would have occurred. We also censure the Ottawa Electric Railway Company for not seeing to it that the rule was enforced, and the C.P.R., for running trains backwards on its main line at so great a speed within the city."

(Inquest re Wank; 21st January, 1908; Coroner's Jury.)

An inquest was held at Cobalt, Ont., on the body of George Kelly, who was killed by a falling bucket at the Tretheway mine on New Year's night. Evidence was given to the effect that the Mining Act regulations had not been complied with. The jury's verdict was that "George Kelly came to his death as a result of an iron ore-bucket falling from the fifty-foot level to the bottom of the shaft, about forty feet below, where he was on duty. The cause of the bucket falling was gross negligence and incompetency of the night shift boss, and gross negligence on the part of the Tretheway Mining Company."

(Inquest re Kelly; 2nd January, 1908.)

Disagreement of Jury in Conspiracy Case.

Louis P. Bouvier, envelope manufacturer, was committed for trial in the Police Court at Toronto in September last on a charge of conspiracy and agreeing to combine and conspire with the W. J. Gage Co., Limited, Benjamin Pearce and Bernard F. Knapp, to injure and prevent Maud McCann from carrying on her trade as an envelope-maker. According to the story told by the complainant, she had been deprived of the privilege of working at her trade in Toronto. She worked for Bouvier for three years, and for the greater part of the time received a weekly wage. She was put on piece work, but she was scarcely able to make enough money to keep her, so she sought employment elsewhere. She was engaged by the Gage Co., and after working there for a short time, she was dismissed, she says, at the instance of Bouvier, When she was notified to cease working by this firm, she was informed that they had found her to be a capable envelope-maker, but they were obliged to dismiss her for certain reasons. She then applied to Mr. Pearce for work. He couldn't accommodate her at the time, but after being idle about ten days, he put her to work in his shop. She was in his employ about three months, when she was again notified that her services were no longer required. Complainant said the latter told her that he had to dismiss her because he couldn't afford to have trouble with Bouvier, as they had a certain arrangement. Complainant claimed that Bouvier also visited Knapp's factory in search of her,

claiming that she had been employed by him.

The case came on for trial in the General Sessions at Toronto recently, but the jury disagreed, and were discharged, which means that the case will have to be re-tried.

(Rex v. Bouvier; 16th January, 1908; Winchester Co., J.)

Damage Suits Dismissed.

Plaintiff brought action at the recent Winter Assizes at Hamilton to recover $1,000 damages for personal injuries sustained by him while in the employment of defendants, owing, as alleged, to the negligence of the latter. On 22nd August, 1907, plaintiff, while at work in defendant's factory operating a power press, lost two of his fingers. He claimed that the machine was defective, and that his instructions were such that in following them he lost the fingers. The jury returned a verdict for defendants, freeing them from all blame for the accident.

(Windill vs. Norton Manufacturing Co., 16th January, 1908.)

At the Winter Assizes at Ottawa, an action brought by the widow of Edward Ruddick, an engineer, in the employ of the defendants, to recover damages for his death, caused, as alleged, by the negligence of the defendants, was tried without a jury by consent. Deceased was the driver of a freight train running from Ottawa to Montreal on 20th June, 1907, when a collision occurred at a diamond crossing near Lachute, in the Province of Quebec. The negligence alleged by plaintiff was that the engine was defective, and that owing to this defect, deceased met his death. After reserving judgment, the presiding Judge held that the accident was caused by the failure of the deceased to see the danger signal, or, if he saw it in time, by his unaccountable failure to stop his train; the result is that he was the author of his own misfortune, and his widow therefore cannot recover against defendants.

(Ruddick vs. C. P. R. Co., 11th January, 1908; Riddell, J.)

In the case noted at page 619 of the November number of the *Labour Gazette*, an appeal by defendants from the judgment at the trial in plaintiff's favour was dismissed.

(Lawson vs. Packard Electric Co., 30th December, 1907; Court of Appeal)

Damage Suits Settled Out of Court.

William Fraser, a Grand Trunk brakeman, accepted $3,000 in full of his claim for $10,000 against the Railway Company. Fraser was making a coupling recently on a siding when a shunting engine bumped against the cars, causing one of his legs to be cut off.

(26th December, 1907; London.)

An action brought at London by the widow of one Howe, who was killed while in the employ of defendants, to recover damages for his death, caused, as alleged, by the negligence of defendants, was settled out of Court. The settlement is understood to have been on a basis of payment to plaintiff of $1,000 for herself and children.

(Howe vs. McClary; London, January 9th, 1908.)

A settlement out of Court has been effected in the case of Mrs. Philip O'Meara against the Ottawa Electric Company and the Labatt Brewing Company. The action was brought to recover $10,000 damages for the loss of her husband, who was electrocuted while cleaning bottles in the premises of the Labatt Co., owing to the apparatus having become highly charged with electricity through an alleged defect in a transformer belonging to the Electric Co. The settlement gives the widow $2,250 and costs, of which the Labatt Co. pays $600.

(O'Meara vs. Ottawa Electric Co., et al. Ottawa, 9th January, 1908.)

The suit of Matthew McGowan, a lineman, who was injured while in the employ of the Toronto Railway by the overturning of an elevated truck at the corner of Richmond and Yonge streets, on May 25th, last, was settled without a hearing, the Company agreeing to pay him $1,275. McGowan, who was working on the top of the truck, when it fell, was thrown among some broken paving

stone, breaking a leg and suffering other injuries.

(McGowan vs. Toronto Railway Co., 9th January, 1908.)

Appeals in Damage Suits Allowed.

John Norman, an ironworker, brought suit to recover damages for personal injuries sustained by him whilst in the employ of the defendants, owning, as alleged, to the negligence of the latter.

Plaintiff was employed to work upon the construction of the new Traders' Bank building, in the City of Toronto, and on the 1st of December, 1905, was injured by falling from the eighth to the sixth storey. At the trial plaintiff was non-suited, and appealed to a Divisional Court, which on 4th June, 1907, set aside the non-suit and directed a new trial holding that there was some evidence of negligence on the part of defendants to submit to the jury. Defendants thereupon appealed to the Court of Appeal, which in turn has allowed their appeal, and restored the judgment of the trial judge. In delivering judgment in the Court of Appeal, Meredith, J. A., said: "Another workman was immediately about to do the work, in doing which the plaintiff was injured, and to do it in a quite safe manner by the use of a ladder, when the plaintiff voluntarily intervened and offered to do, and undertook the doing of, the work, but attempted to do it without using the ladder, and in a much more dangerous manner, and was injured. There was no occasion, so far as the defendants were concerned, for such interposition, nor for the plaintiff doing it without using the ladder; so that the defendants were not guilty of any neglect to provide safe and sufficient means for the performance of the work; it is quite too remote to say that they did neglect to provide other protection not needful for the doing of the work in question when regularly and properly done. If the proper workman had neglected the proper means provided for his safety—the ladder—and had voluntarily attempted to perform it in the dangerous way the plaintiff adopted, how could he recover? Less so can the plaintiff."

(Norman vs. Hamilton Bridge Works; 23rd December, 1907; C't of Appeal.)

In the case noted at page 929 of the February (1907) number of the *Labour Gazette*, an appeal taken by defendants to the Court of Appeal has been allowed, and the action dismissed. The Court held that plaintiff had entirely failed to satisfy the burden imposed upon him of proving not only the defendants' negligence, and that his injuries resulted from such negligence, the only evidence as to the cause of the accident being that of plaintiff, which was mere guessing and entirely opposed to that of defendants' experts. As to the decision of the Judge in the Court below, to the effect that any claim under the Workmen's Compensation Act was barred by lapse of time, the Court held that it was quite competent to defendants to waive the limitation, although it was not necessary to determine the point, as the Court found that upon the evidence, plaintiff was not entitled to recover in any respect of the case.

(Thompson vs. Ontario Sewer Pipe Co.; 23rd December, 1907; C't of Appeal.)

Damages Reduced on Appeal.

In the case noted at page 1144 of the April number of the *Labour Gazette*, on an appeal by defendants from the verdict and judgment at the trial, the Court of Appeal held that there could not be any recovery at Common Law, but that the case came within the Workmen's Compensation Act, and reduced the amount found by the jury in the alternative.

(Williams vs. Piggott & Co.; 23rd December, 1907; Court of Appeal.)

Damages for the Loss of Fingers.

At the Hamilton Winter Assizes, Robert Tucker brought suit against defendants to recover damages for the loss of four fingers in a machine in the course of his employment in the factory of defendants, owing, as alleged, to

negligence of the latter. A jury brought in a verdict in plaintiff's favour for $800.

(Tucker vs. International Harvester Co., 7th January, 1908.)

Widow's Suit Settled.

A claim for damages made against the Wabash Railway Company by the widow of Fred. Calvert, a locomotive fireman, who was killed by the explosion of the boiler of the locomotive on which he was working, at Simcoe, last summer, has been settled by the payment of $2,300 and costs to the widow.

(27th December, 1907; St. Thomas.)

Fraudulent Employment Agents Convicted.

Henry Williams was recently put upon his trial at the Hamilton Police Court on a charge of receiving money under false pretences. The complainant was Peter Bartosik, who alleged that he went to see Williams on the understanding that he could secure work for him. He was asked to pay $5, and was given a small sack which he was told to wear on his breast for a certain number of days, after which he would secure a job. He took the charm away, but it apparently failed to work, and Bartosik opened it to find a piece of kid glove filled with sand. An information was then laid, and Williams was found guilty, but allowed to go, his friends having made good the amounts collected by him by fraud. He was obliged, however, to leave the city.

(Rex vs. Williams; 31st December, 1907; Jelfs, P.M.)

Joseph Sageese, who conducted an employment agency on York street, in Toronto, was recently in the Police Court on two charges of obtaining money by fraud, the complainants being two Englishmen named John H. Miller and George W. Shine.

Miller told the Magistrate that Sageese secured $6 from him. Miller saw an advertisement for camp cooks, and went to Sageese's office to apply for a situation. The accused demanded $1, and after securing that amount, said that he was giving the position to the highest bidder. Miller wanted to know how much he would have to give, and Sageese asked for $6. The complainant paid the money and then Sageese showed him a letter from the contractor who wanted the cooks stating that Englishmen need not apply. Miller demanded his money back, and called many times, but accused always had some excuse for not returning it. Finally, the matter was put in the hands of the police. In answer to the contention of counsel for the defence that there was no offence shown, the Magistrate said: "Obtaining money by any dishonest means is fraud in my estimation, and I shall not allow it to get abroad that such sharp dealing will be tolerated in this city. I am not imposing a sentence, because the man is a foreigner, and may not understand that the commercial instinct oftens becomes illegal." The other complainant, Shine, had a similar tale, and paid $5 to the accused. On repayment to the complainants of the sums received from them, the accused was remanded for sentence until called on.

(Rex vs. Sageese 23rd December, 1907; Dennison P. M.)

Damages for Death of Son.

On 24th June last, Harry Wright, a telegraph lineman in the employ of the Canadian Pacific Railway Company, while engaged in the course of his employment in inspecting some telegraph wires at Port Hope, was electrocuted by coming into contact with a live wire of the Port Hope Power & Light Company. An action brought by his mother, a widow, to recover damages from the Railway Company and the Power & Light Company, was recently tried before a jury at the Toronto Assizes. Defendants resisted the action, and said that the accident was caused by the negligence of the deceased in failing to wear rubber gloves when he climbed the pole to inspect the wires. The jury brought in a verdict in favour of plaintiff with $2,500 damages.

(Wright vs. Port Hope El. L. & P. Co., et al.;21st January, 1908; Britton, J.)

Criminal Negligence.

On 18th January, a rear-end collision took place in the Grand Trunk Railway

yards at Toronto, resulting in the death of Hyacinthe Larocque, of St. Lazarre, Que., a lineman in the employ of the Great Northwest Telegraph Co., and serious injuries to Maxime Champagne, lineman, and Joseph Prefontaine, a cook, also in the service of the same Company. The men, with others, were in an old passenger coach of the G. T. R. Co., used as a boarding, eating and cooking car, which was attached to a freight train standing on the main line, waiting to pull out for the west, when a light engine bound for Mimico came up from the east and crashed into the rear of the freight, smashing the car in which the men were into kindling wood, and throwing it into the ditch, where the debris caught fire and Larocque's body was partially burned. At a coroner's inquest held to inquire into the circumstances, evidence was given which went to show that the light engine was travelling at a high rate of speed, tender first, Evidence was also given that by the rules of the Railway Company, it was the duty of the rear-end brakeman of the freight train to go back for fifteen telegraph poles with flags and torpedoes to protect his train from collision, and that it was the duty of the conductor to see that the brakemen performed this work. This rule of the company had not been strictly observed, and between this neglect and the carelessness of the driver, the accident occurred. The jury brought in a verdict that "the collision was due to the negligence of A. G. Bryce (engineer of the light engine), Gideon Marks and A. Leddelle (conductor and brakeman of the freight), and that it is objectionable and dangerous for engines and trains to be running rear end first at any time." None of the men implicated were present at the inquest, and warrants have been issued for their arrest on a charge of criminal negligence.

(Inquest re Larocque; 23rd January, 1908; Lynd, Coroner.)

On the 30th September, 1907, James Rigby, while working on a building on Admiral Crescent, in the City of Toronto, was killed by a fall occasioned by the collapse of a scaffold on which he was working.

William Chessar, a foreman carpenter, who was in charge of the work, was placed upon his trial at the General Sessions on a charge of criminal negligence in connection with the erection of the scaffold. Evidence went to show that the scaffold was improperly constructed of weak material, and that the scaffold had been erected under the supervision of Chessar, who selected the material. He was, on 6th December, 1907, found guilty of the charge by a jury, and remanded for sentence. On coming up for sentence, he was allowed to go on suspended sentence under a bond of $500.

(Rex v. Chessar; 21st January, 1908; Winchester, Co. J.)

Accident Due to Failure to Properly Flag Train.

An inquest was held on the body of William Small, a fireman, who was killed in a wreck on the C. P. R., at Angler, Ontario, caused by the train running into a place where a rail had been removed from the track by the repair gang. The evidence showed that a flagman had been sent out to warn approaching trains of the danger, but that while on his way to take up his position, he had been caught by the train coming suddenly round a curve while he was on a bridge, and the only way he could save himself was to lie down on the bridge, where he was not seen by the engineer, though he said he waved his flag. The engineer of the train was also killed. The verdict of the Coroner's jury was as follows: "Death was the result of the failure of the sectionmen to properly flag the train, and that the section foreman committed a grave error in opening the track to replace a rail without being assured of proper protection."

(Inquest re Small; 19th December, 1907.)

Train Crew Found Responsible for Accident.

An inquest was held at Tilsonburg on the body of John J. Walker, a G. T. R. engineer, who was killed in a collision between his train and two Wabash engines, on 2nd January. Evidence of witnesses showed that the Wabash freight

was unable to make the grade between Tilsonburg and Corinth, and with the consent of the despatcher, half was left in the siding at Tilsonburg, while the other half was taken to Corinth, but that nothing was done to protect the train from trains following. The coroner's jury brought in the following verdict: "That the cause of said collision was negligence on the part of the Wabash crew in not properly protecting the rear end of their train; that the despatcher might have prevented the collision if he had given holding orders on No. 95 at Tilsonburg, so that the order board could have been displayed against No. 93" A brakeman on the G. T. R. train, named J. H. McCrea, died of injuries sustained in the accident.

(Inquest re Walker; 8th January, 1908.)

Motorman Committed for Trial.

George E. Smith, a Toronto Railway motorman, charged with criminal negligence in having, by neglect of his duty, endangered the lives of the passengers on a car which broke through the gates at a railway crossing, had a preliminary hearing at the Police Court at Toronto recently. On Sunday evening, 29th December, 1907, Smith was in charge of the car, which was travelling west. When the car approached the crossing, the gates were down and a train was passing. The car broke through the gates and ran into the train. Gateman John Clark testified that as well as he could tell in the dark, the car was running at about fifteen miles an hour. It was raining at the time, and the rails were slippery. He said the derailing switch, which sends the car off the track, was in perfect working order at the time. He also said that the car should have stopped before it reached the derailing switch, which it did not. The head roadmaster of the Street Railway Company affirmed the statement of the gateman that all cars must stop before they reach the derailing switch. The Magistrate said he thought that knowing the condition that the rails were in, the accused could have put on the brakes in time to allow for the skidding, and committed him for trial by jury.

(Rex vs. Smith; 9th January, 1908; Denison, P. m.)

ALBERTA CASE.

Chinese Employment Agent Guilty of False Pretences.

Kan Yan, a Chinese doctor, was recently tried at Calgary on a charge of obtaining money under false pretences from over 100 local workingmen. The accused obtained a fee of $2 from each of the men, promising them employment at Kelowna, B. C. He was convicted and sentenced to six months' hard labour at the barracks. When sentenced, Kan Yan had $33 of the money left, and asked the Magistrate to distribute it equally among the men he had defrauded.

(Rex v. Kan Yan; 4th January, 1908; Smith, P. M.)

ENGLISH CASE.

Injury 'in the Course of his Employment.'

This case raised the question whether a workman who meets with an accident on or about his employers' premises while going to receive his pay is injured "in the course of his employment."

Plaintiff was in the employment of defendants as a collier, and it was part of his contract of employment that the employers should pay him his wages at their pay office. He left work at 5 a.m. on Saturday morning. At 12.30 midday he went for his wages for the past fortnight. He went along a footpath which had been made by defendants for their workmen, and while going along a railway company's line which ran through defendants' premises he was knocked down by an engine and injured. He was not going to resume work till the following Sunday night.

The County Court Judge, before whom the matter came as an arbitrator under the Workmen's Compensation Act, 1897, found that the accident happened on or about the defendants' premises, but that it did not arise in the course of and out of his employment.

The Court of Appeal held that plaintiff was injured "in the course of the employment" within the meaning of the Act, and was entitled to compensation.

(Lowry v. Sheffield Coal Co., Ltd.; 27th November, 1907; Court of Appeal.)

THE

LABOUR GAZETTE

MARCH, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF FEBRUARY, 1908.

I.—GENERAL SUMMARY.

INDUSTRIAL and labour conditions during February, 1908, showed little change as compared with the preceding month. Compared with the corresponding month of 1907, conditions were less buoyant. The number of unemployed was less at several points than in January, owing largely to the heavy snowfalls which necessitated the employment of large numbers of men in the work of removal. In Western Canada and in Nova Scotia, the weather continued exceptionally mild. The announcement of arrangements on an extensive scale for railway construction during the present year had a favourable effect, the outlook being that expenditures in this connection will exceed those of any previous year. Arrangements for the supply of labour were already being made. The money stringency, however, continued, being chiefly felt in the manufacturing industry and in the building trades, in both of which the outlook was less favourable than at the corresponding period of 1907. In the mining industry, the Nova Scotia collieries were very busy, and there was an improvement in the metal mining camps of British Columbia. Lumbering and fishing continued dull, the effect being particularly felt in British Columbia and in the Maritime Provinces. The storing of ice was completed under exceptionally favourable conditions, the quality of the product being excellent and the supply abundant.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during February:—

Lumbering.—Some reductions in the general scale have gone into effect in British Columbia.

Metal and Woodworking trades.—Piece work prices of piano plate moulders at Guelph, Ont., were reduced. Some 60 iron workers and wood workers employed in industrial establishments at Berlin, Ont., had their wages reduced 10–15 per cent. (1).

Clothing.—Tailors at Kingston, Ont., received an increase in wages. At Winnipeg, Man., some reductions in wages went into effect.

Civic employees.—Civic employees at St. John, N. B., had their wages increased (2). Some 12 civic employees at Niagara Falls, Ont., received increases in salaries dating from January 1st. Policemen at Brantford, Ont., obtained an increase averaging 15 cents per day.

Railway construction.—Labourers (150) employed in railway construction work near Moncton, N. B., had their wages reduced from 16 to 15 cents per hour.

Transport.—Teamsters (85) employed

(1) See report of Berlin, Ont correspondent.
(2) See report of St. John, N.B., correspondent.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

by the Ottawa, Ont., Electric Railway Company in removing snow obtained an advance from 20 to 25 cents per load, after a strike.

Cost of Living.

Butter was higher in price at many points than in some years, but eggs declined somewhat compared with January. Wheat was unsettled, with an upward tendency at the close of the month. White oats were scarce in western Canada and prices advanced. Elsewhere, oats and hay declined in price. Hog products remained depressed. On February 1st, an advance of 2½ cents in the price of canned fruits and vegetables went into effect. At Montreal, Que., the price of bread was advanced one cent per loaf. The price of British Columbia lumber was reduced $3.00 per thousand feet for rough, $2.00 for clear, and 75 cents for shingles; the new prices are lower than have prevailed for the past 18 months. Metals were unsettled, some decline on the recent advances having taken place in copper and tin. Paints were dull, but oils and turpentine were upward in price. Wool and yarn prices were somewhat weak. Rents were upwards in Montreal and Quebec, Que.

In the annual report of the Inspector of Hospitals and Charities for Ontario, it was stated that the average cost per patient in Ontario hospitals had increased from 83½ cents per day in 1900 to $1.08 in 1906, and $1.16 in 1907.

Interruptions to Industry.

The number of trade disputes in existence during February was 1 less than in the previous month, and there was a decrease of about 16,895 in the number of working days lost. Compared with February, 1907, there was the same number of disputes, but there was a decrease of about 14,731 in the number of working days lost.

Among industrial establishments, etc., destroyed by fire or through other causes during February, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Drug store at Amherst; loss, $3,000. Dominion Coal Company's store at Dominion; loss, $28,000. Shoe factory at Halifax; loss, $10,000.

Prince Edward Island.—Newspaper press room at Charlottetown.

Fierce gales on the Atlantic coast during the first days of the month caused heavy damage to fishing outfits and shipping.

New Brunswick.—Hotel at Campbellton; loss, $25,000. Fish factory at Grand Manan. Saw mill at Jacquet River; loss, $30,000. Grist mill at Hampton; loss, $1,500. Flour mill at Milltown. Saw mill at Rowena. loss, $5,000.

A heavy freshet occurred in King's County on February 16 and 17, carrying away several bridges.

Quebec.—Saw mill at d'Apic; loss, $8,000. Carriage factory at Lennoxville; loss, $4,000. Shoe factory at Masson; loss, $40,000. At Montreal, an asylum; loss, $35,000. Canadian Pacific Railway warehouse; loss, $385.00. Paint shop; loss, $1,000. Three tenement houses. Wholesale fur factory; loss, $30,000. Tailor shop; loss, $4,000. Business block; loss, $4,000. Convent; loss, $7,000. Poultry shed at McDonald College; Ste. Anne de Bellevue; loss, $3,000. Business block at St. Johns; loss, $40,000. Tannery and two stores at St. Roch de Quebec. Sash and door factory at Sherbrooke; loss, $8,000. Tannery at Quebec; loss, $10,000. Stores at Quebec; loss, $10,000. Tool factory at Three Rivers; loss, $5,000. Stores at Waterloo.

Ontario.—Business block at Athens, loss, $20,000; cider mill at Aylmer, loss, $3,000; hotel at Dresden, loss, $2,800; hotel at Fallsview, loss, $4,000; store at Galetta, loss, $8,000; steam laundry at Goderich; hotel at Gananoque, loss, $1,000; business block at Gore Bay, loss, $10,000; tailor shop at Hastings, store at Hamilton, loss, $1,000; tobacco warehouse at Kingsville, loss, $20,000; stores and lumber at Latchford, loss, $80,000; business block and 8 stores at New Liskeard, loss, $15,000; parlor car at Ottawa, loss, $30,000; paint factory, at Ottawa, loss, $20,000; tool company's plant at Ottawa, loss ,$16,000; weaving company's plant and junk store at Peterborough; skating rink at Picton; woollen mills,loss, $2,500 at Stratford; store at Sherkston, loss, $4,000; warehouse and agricultural implements at Otonabee, loss, $3,000; at Toronto, Ont., stores and residence, loss, $8,700; garment factory and stores, loss, $30,000; business block, loss, $16,000; business block, loss, $25,000; plate glass storehouse, loss $2,000; store, loss, $1,000; perfume factory, loss, $10,000; apple store-room and school at Trenton, loss, $3,000; powder works at Tweed, loss, $25,000; dye works and stores at Wallaceburg; flour and grist mill at Welland, loss, $10,000; barn at Elmwood.

Manitoba.—Stores at Carberry, loss, $15,000; hotel and stores at Minitonas, loss, $40,000; elevator and 10,000 bushels of wheat at Winkler.

Saskatchewan.—Flour mill, loss, $23,000, and Chinese laundry at Regina.

Alberta.—Business block at Calgary; theatre at Medicine Hat, loss, $2,000.

British Columbia.—General store at Grand Forks, loss, $5,000.

Conditions in the Industries and Trades.

Conditions of employment during February in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette* and by information received at the Department from other sources, may be briefly summarized as follows;—

Agriculture.

Operations were almost wholly confined to caring for live stock, the marketing of produce and the cutting of cordwood. Prices were very favourable. Stocks of grain in elevators were very heavy throughout Western Canada, and receipts were large throughout the month. On February 12th, an Act was passed by the Dominion Government authorizing the expenditure of $2,850,000 in purchasing seed grain for homestead settlers in the provinces of Alberta and Saskatchewan, the Act being designed for the assistance of those who had suffered by the crop failure of the past year (3). Bills confirming the loan of the Dominion Government, as above, were introduced into the Alberta and Saskatchewan legislatures. Final statistics with regard to the 1907 grain crops of Saskatchewan were issued by the Department of Agriculture of that province. The total production of grain was 53,767,251 bushels, consisting of, wheat, 27,691,601 bushels; oats, 23,324,903 bushels; barley, 13,350,265 bushels; flax, 11,364,716 bushels; speltz, 35,766 bushels. Compared with the production of 1906, the crop of last season shows a net decrease of 9,284,959 bushels, the difference being almost entirely in the case of wheat.

While there was a shortage in most of the cereal crops of the West last year, the flax crop was larger than ever before. This was chiefly due to the fact that flax can be sown later than wheat or other grains, as it matures more quickly.

According to an estimate made by agents of the Canadian Pacific Railway Company, the export of live stock from the Provinces of Saskatchewan and Alberta during 1907 showed a decline compared with 1906. The following is a complete return:—

	1906	1907	Decrease, 1907
Horses	19,549	11,352	8,167
Cattle	114,651	80,043	34,608
Hogs	30,099	29,588	511
Sheep	57,024	28,573	28,451

(3) A special article dealing with the Act, and the further steps taken in this connection, is published elsewhere in the present issue.

Mild and damp weather at several points has affected the storing of apples unfavourably. It was stated that the law prohibiting the fraudulent marking of apples would be strictly enforced in future.

A number of important meetings of agriculturists were held during February. The twenty-sixth annual convention of the Dairymen's Association of the Province of Quebec took place at Three Rivers, Que., and the annual meeting of the district of Bedford Association at Cowansville, Que. A convention held under the auspices of the Ontario Department of Agriculture, the Provincial Fruit Growers' Association and the local Farmers' Institute was held at Leamington, Ont., for the purpose of giving a course of instruction to fruit and vegetable growers. A convention of cheese manufacturers and dairymen was held at Ottawa, Ont., at which a system of factory inspection was recommended. The Clydesdale Horse Breeders' Association held its Annual Meeting at Toronto Ont. The National Live stock Association held a convention at Ottawa. The annual convention of the Saskatchewan Grain Growers' Association was held at Saskatoon, Sask., February 12–14; the government control and ownership of elevators, the providing of loading platforms at railway stations, were discussed at length. The executives of the Grain Growers' Association of the three Northwest Provinces held a conference later. Other meetings held were, the third annual convention of the Canadian Seed Growers' Association at Ottawa; the annual meeting of the Dominion Sheep Breeders' Association at Toronto, and the annual meeting of the Swine Breeders' Association at Toronto..

Fishing.

The catch of smelts and eels in the Maritime Provinces has been smaller than last year, with prices somewhat lower. Preparations for the opening of the lobster season had been begun. Some good catches of coarse fish were reported on the great lakes. In Saskatchewan and Alberta the month was a busy one; the catch of white fish will probably exceed

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling).	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	.....	Quiet	Quiet	Busy	Busy	.....	Quiet
Westville	Quiet	.....	Active	Busy	Active	.....	Quiet
Halifax	.....	Active	Dull	.....	.....	.....	Active
Amherst	Active	.....	Dull	Very busy	Quiet	.....	Quiet
Prince Edward Island—							
Charlottetown	Quiet	Active	Quiet	.....	Active	.....	Quiet
New Brunswick—							
Moncton	Active	Active	Active	.....	Active	Busy	Quiet
St. John	Quiet	.....	Quiet	Active	.....	.....	Quiet
Quebec—							
Quebec	.....	.....	Active	.....	.....	Active	Quiet
Sherbrooke	Active	.....	Active	Busy	Quiet	.....	Quiet
Three Rivers	Active	Active	Active	.....	Active	.....	Quiet
St. Hyacinthe	Active	.....	.....	.....	.....	.....	Dull
Montreal	.....	.....	.....	.....	Quiet	.....	Quiet
Maisonneuve	.....	.....	.....	.....	Quiet	.....	Quiet
Hull	.....	.....	Active	.....	Active	.....	Quiet
Ontario—							
Ottawa	.....	.....	Dull	.....	Quiet	.....	Quiet
Kingston	Quiet	Dull	Quiet	.....	Active	.....	Dull
Belleville	Quiet	Active	Dull	Active	Active	.....	Quiet
Peterborough	.....	Quiet	Active	Dull	Quiet	.....	Dull
Toronto	Quiet	.....	.....	.....	Quiet	.....	Dull
Niagara Falls	.....	.....	.....	.....	Quiet	.....	Quiet
St. Catharines	Dull	.....	.....	.....	Active	.....	Quiet
Hamilton	Quiet	.....	.....	.....	Quiet	.....	Dull
Brantford	.....	.....	.....	.....	Quiet	.....	Quiet
Guelph	Quiet	.....	.....	.....	Dull	.....	Quiet
Berlin	Active	.....	.....	.....	Dull	.....	Quiet
Woodstock	.....	.....	.....	.....	Dull	.....	Quiet
Stratford	.....	.....	.....	.....	Quiet	.....	Dull
London	Quiet	.....	.....	.....	Dull	.....	Dull
St. Thomas	Active	.....	.....	.....	Quiet	.....	Dull
Chatham	.....	.....	.....	.....	Quiet	.....	Dull
Windsor	.....	.....	.....	.....	Quiet	.....	Dull
Sault Ste. Marie	.....	.....	Active	.....	Quiet	.....	Quiet
Manitoba—							
Winnipeg	.....	.....	Busy	.....	.....	Busy	Dull
Brandon	Quiet	.....	.....	.....	Quiet	Dull	Quiet
Saskatchewan—							
Regina	.....	Active	.....	.....	.....	.....	Dull
Moosejaw	Dull	.....	.....	Active	Dull	Dull	Dull
Alberta—							
Calgary	Quiet	Active	Quiet	Quiet	.....	.....	Dull
Edmonton	.....	.....	Active	.....	.....	Active	Dull
British Columbia—							
Nelson	.....	.....	Dull	Active	.....	.....	.....
New Westminster	Active	Dull	Quiet	.....	.....	.....	Quiet
Vancouver	.....	.....	Dull	.....	.....	.....	Dull
Victoria	.....	Quiet	Quiet	.....	Active	.....	Quiet
Nanaimo	.....	Active	Very dull	Very dull	.....	.....	Dull

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE SERIES G., No 49.

CANADA DURING THE MONTH OF FEBRUARY, 1908.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active

Metal, Engineering, Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Quiet	Active	Active	Active	.....	Active
Active	.....	Active	.....	Busy	.....	Active	Active	Quiet
Active	.....	Active	.....	.....	.....	Active	.....	Dull
Active	Dull	Busy	Quiet	.....	Active	.....	.....	Dull
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	Active	Busy	Active	Busy	Quiet	Busy	Active	Quiet
Active	Active	Busy	Active	Busy	.....	Busy	Busy	Dull
Active	.....	Busy	Active	Busy	Active	Active	Quiet	Active
Quiet	Quiet	Active	Quiet	Active	.....	Active	Quiet	Quiet
Active	Quiet	Active	Active	Quiet	Quiet	.....	.....	Active
Quiet	Active	Active	Busy	Active	Dull	Active	Active	Quiet
Quiet	Quiet	Active	Quiet	Active	Active	Active	Active	Dull
Quiet	Active	Active	Dull	Active	Quiet	.....	Active	Dull
.....	.....	.....	.....	.....	.....	Quiet	.....	Dull
Quiet	.....	Active	Quiet	.....	.....	Quiet	Quiet	Quiet
Active	Active	Active	Dull	Quiet	.....	Quiet	Quiet	Dull
Active	Busy	Active	Active	Active	Quiet	Quiet	Active	Quiet
Quiet	Active	Active	Quiet	.....	Active	Busy	Active	Very dull
Quiet	Quiet	Quiet	Quiet	Active	Very dull	Active	Quiet	Very dull
Quiet	.....	Quiet	.....	Active	.....	Quiet	Quiet	Dull
Quiet	Active	Active	Quiet	Active	Quiet	Active	Active	Quiet
Quiet	Active	Active	Quiet	Active	.....	Active	.....	Very dull
Active	Quiet	Busy	Active	Active	Active	Active	Active	Very dull
Dull	Very dull	Active	Quiet	Active	.....	.....	.....	Dull
Quiet	Quiet	Active	Quiet	Active	Quiet	Active	Active	Very dull
Quiet	Quiet	Active	.....	.....	.....	.....	Busy	Dull
Quiet	Quiet	Active	Quiet	Active	.....	Active	Active	Very dull
Quiet	Very dull	Quiet	Active	Dull	Busy	Active	.....	Very dull
Active	Quiet	Active	Quiet	.....	.....	Busy	.....	Dull
Dull	Active	Active	Dull	Active	.....	.....	Dull	Very dull
Dull	Quiet	Active	Active	Active	.....	Active	Active	Dull
.....	.....	.....	Quiet	Active	.....	.....	.....	Dull
Dull	Dull	Dull	Very dull	Quiet	Very dull	.....	.....	Dull
Quiet	Quiet	Active	Quiet	Quiet	Quiet	Active	Active	Dull
Dull	.....	Quiet	.....	Dull	.....	.....	Active	
Quiet	Dull	Quiet	Active	Active	.....	Very dul	Active	
Quiet	Quiet	Quiet	.....	.....	Quiet	Quiet	Quiet	Very dull
Quiet	Quiet	Active	.....	Active	.....	.....	.....	Very dull
.....	.....	.....	.....	.....	.....	Dull	Very dull	Very dull
Quiet	Quiet	Quiet	.....	Active	Active	Active	Dull	Very dull
Dull	Dull	Dull	Very dull	Dull	.....	Active	Very dull	Very dull
Active	Active	Active	Active	Active	Active	Active	Active	Dull
Quiet	.....	.....	.....	.....	.....	Quiet	.....	Very dull

that of 1907 (4). The month was quiet in British Columbia. Catches of herring declined. Whaling continued very active off Vancouver Island. The outlook for sealing was not favourable.

A special commissioner was appointed by the government of Canada to confer with the provincial governments for the purpose of obtaining a mutually satisfactory understanding with regard to fishery questions.

Lumbering.

Conditions remained quiet throughout Canada. In Nova Scotia it was estimated that the extent of operations was only about one third of that of the preceding year. In New Brunswick, also, there has been a considerable curtailment in the cut (5). A number of men returned from the woods in Quebec and New Brunswick. The heavy snowfall impeded operations in certain portions of Ontario and Quebec, though no serious embarrassment was caused. In the Northwest Provinces, large numbers of men were busy getting out ties, contracts having been awarded by the Grand Trunk Pacific and other railway companies for upwards of 5,000,000 ties, only a small part of which has been delivered thus far. The ties called for are 8 feet long with sawed ends, with a face at least 6 inches wide at the narrowest point, and a depth of six or seven inches. Cutting and hewing generally begins in September and continues until the end of March, the hauling season commencing about February 1st and closing on April 1st. The stock of logs and lumber in British Columbia was greatly in excess of the usual supply, especially in the Mountain district. Conditions at the mills showed little change during February.

Mining.

The Nova Scotia collieries had a very busy month, the output being considerably in excess of that during the corresponding period of 1907. A disastrous explosion occurred in the south levels of the Port Hood colliery on February 7, ten miners being instantly killed (6). In New Brunswick, important developments in the iron mining industry were announced. (7). The asbestos mines of Quebec were busy, but mica mining remained dull. Shipments from Cobalt, Ont., camp were heavy, and operations were active throughout eastern Ontario. Extensive additions to plant were being made by the Canadian Copper Company at Copper Cliff, Ont. Three furnaces were operated by the company throughout the year, except during the month of December, when only two were in blast. Two new furnaces to be erected during the summer of 1908 have been purchased and delivered. Electric power transmitted from Michipicoten Falls was turned on at the Grace mine at Michipicoten during January. It is estimated that about $100,000 has been collected by the Government of Ontario from the mining tax imposed last year. Conditions about the Alberta collieries were quiet owing to a marked falling off in trade resulting from the mild winter. At the Crow's Nest mines also there was a diminution in production, and the mines at Vancouver Island, B. C., were considerably less active than some months ago, additional men having been laid off during February. In the metalliferous mines of British Columbia conditions were more active than in January. Work at the Granby mines and smelter in the Boundary district was gradually increasing, full staffs and nearly all the furnaces being now employed. The Dominion Copper Company and other concerns, however, were still quiet. At Rossland, B. C., conditions in the mines were fairly active. A resolution was passed by the legislature of British Columbia favouring the appointment of a commission by the Dominion Government to investigate an alleged coal combine.

Manufacturing.

Conditions showed little change from the preceding month, though an improve-

(4) See report of Calgary, Alta., correspondent.

(5) See report of St. John, N. B., correspondent.

(6) See statement under heading "Industrial Accidents During Month of February," elsewhere in present issue.

(7) See report of St. John, N. B., correspondent.

ment in the outlook was reported in certain localities. The volume of orders was considerably less than at the same time in 1907. Cotton mills continued busy, and the outlook for 1908 was regarded as favourable, notwithstanding that a curtailment in production has gone into effect in the New England mills. The Dominion Textile Company, Montreal, Que., was running all its mills on full time, though orders had somewhat fallen off. At the annual meeting held by the Montreal Cotton Company and the Cornwall and York Cotton Mills Company a very successful year was reported, with prospects favourable for 1908. The iron and steel branch continued active, the mills having re-opened at Sault Ste. Marie, Ont., and those at Sydney, N. S., reporting a heavy output. At the annual meeting of the directors of the Nova Scotia Steel and Coal Company, the business of the Company during the past year was reported the largest in its history, notwithstanding that the works at New Glasgow closed down for several weeks at the end of the year. There was an increased output of iron and steel, but a decrease in the output of ore and coal. Steel shipments aggregated 53,632 tons. The sum of $378,386 was expended on capital account during the year. The annual report of the Montreal Steel Works showed net profits of $187,640, compared with $196,198 in 1906 and $120,798 in 1905; the sum of $50,000 was added to reserve.

Railway Construction.

Work was for the most part confined to rock cutting and the assembling of material, and some large gangs were employed in New Brunswick, Quebec and the Northwest Provinces, conditions being unchanged from January (8). Work on the Detroit river tunnel was proceeding rapidly. Arrangements were already being made in connection with the supply of labour for the extensive operations projected after the opening of spring.

With regard to the amount of railway construction that will be carried out during the present year, a number of important announcements were made during February. It was estimated that in the neighbourhood of $20,000,000 would be spent by the Canadian Pacific Railway Company on branch lines, rolling stock, etc., $25,000,000 by the Grand Trunk Pacific Railway Company; $10,000,000 by the Canadian Northern Railway Company, and $20,000,000 by the Commissioners of the National Transcontinental Railway. A reference in further detail to proposed construction work is as follows;—

It was announced in the Canadian Gazette of February 1, that tenders will be received up to noon March 10, for the construction of 365 additional miles of the National Transcontinental Railway. The distance for which tenders are called is divided into six sections, as follows;—

(1) District "A".—From a point designated on the plans of the Commissioners, about the 58th mile west of Moncton, to the crossing of the Intercolonial Railway at or about mile 97.7, a distance of about 39.7 miles.

(2) District "A"—From a point designated on the plans of the Commissioners at or about the crossing of the Intercolonial Railway by the Transcontinental Railway, at mile 97.7 west of Moncton, to the Tobique River, at or about mile 165.7, less one mile, a distance of about 67 miles.

(3) District "A."—From a point designated on the plans of the Commissioners at or near the Tobique River, to a point shown on the said plans about 2½ miles west of the town of Grand Falls, in the Province of New Brunswick, a distance of about 31.5 miles.

(4) District "B."—From a point designated on the plans of the Commissioners at or near the boundary line between the Provinces of Quebec and New Brunswick, westerly a distance of about 52.4 miles.

(5) District "D."—From a point designated on the plans of the Commissioners about eight miles west of the Abitibi River, crossing, in the Province of Ontario westerly for a distance of about 100 miles.

(6) District "E."—From a point designated on the plans of the Commissioners about 19½ miles west of the crossing of Mud River, near Lake Nepigon, in the Province of Ontario, easterly for a distance of about 75 miles.

It was announced that construction operations would be very actively pursued by the Grand Trunk Pacific Railway in the Northwest Provinces in 1908. The contract for the construction of 126 miles of railway east of Edmonton, to Wolf Creek, was awarded by the Company at a price of approximately $6,000,000 for the entire contract. In addition, contracts for 200 miles west of Edmonton and 100 miles east of Prince Rupert, the Pacific terminus of the road, will be awarded shortly. The mileage covered by the above was estimated by the presi-

(8) With reference to the extent of railway construction work during the present winter, see *Labour Gazette* for February, 1908, pages 881–2.

dent of the road to cost in the neighbourhood of $25,000,000. It is the intention of the Company to complete the Lake Superior branch and the line between Winnipeg and Edmonton during 1908. Debentures for the purchase of rolling stock will be issued shortly.

Railway developments in New Brunswick in the vicinity of the Baie des Chaleurs and the Restigouche river will be very active during the present year. The International railway and the Atlantic, Quebec and Western line will be under construction and will employ large numbers of men. The contract for the large bridge over the Restigouche at Cambpellton has been awarded, to cost in the neighborhood of $600,000. Some 40 miles of the International railway and 130 miles of the Atlantic, Quebec and Western Railway have been already completed.

It was anounced that the expenditure of the Canadian Pacific Railway Company on extensions in western Canada would be larger during 1908 than in any previous year. The double tracking of the line between Winnipeg and Fort William is now over half completed. and grading done on other sections of the remaining portion. The work has been hampered by the scarcity of ties, the price of which has greatly increased since the beginning of operations. It is expected that the line will be completed for use in the closing months of the present year. A contract for the reconstruction of elevator D. at Fort William, Ont., to cost in the neighbourhood of $400,000, has been awarded by the Company. Tenders were also called for the construction of new stock yards for the Company at Montreal, Que. The buildings will give accommodation to several thousands of animals. It was stated that the Canadian Northern Railway Company had devoted $15,000,000 to the extension of its lines and the improvement of rolling stock and equipment in the western provinces. It was also stated that the company would establish a port at the mouth of French River on the Georgian Bay.

General Transport.

Some heavy snow storms in Ontario and Quebec gave extra employment to train crews, but the month of February, on the whole, was less active for transport employees than February, 1907, except in the Maritime provinces, owing to a general decline in the volume of merchandise in transit. As a result the car supply was abundant, especially in western Canada, where the falling off in the coal trade was felt. The movement of wheat continued heavy, though there was a decrease in the demand for low grade wheat for export. During the five months ended January 31st. the movement of grain from the Western provinces to the head of the lakes exceeded that of the corresponding period of last year by over 2,000,000 bushels. During 1907, 47,636,146 bushels of wheat were shipped from the combined ports of Fort William and Port Arthur, as compared with 44,000,000 in 1906, and 41,000,000 in 1905. Of this amount 80 per cent was shipped in Canadian bottoms last year, against 72 per cent, in the two preceding years.

Half yearly gross receipts of the Grand Trunk Railway Company amounted to £3,762,200 an expansion of £178,200 of which £145,900 was absorbed by an increase in working expenses, which amounted to £2,710,900. Net receipts showed an advance of £28,700 over last year.

Officers of the Dominion government were in communication with railway companies for the purpose of urging that all possible facilities be provided for the prompt conveyance to market of feed wheat.

The following circular was recently issued by the Board of Railway Commissioners for Canada with respect to the protection of wrecking crews:—

ACCIDENTS TO RAILWAY EMPLOYEES.

In considering the numerous reports of investigations of accidents, the Board has been impressed with the fact that a large number of railway men employed on wrecking crews are either injured or lose their lives in the clearing of wrecks and the handling of wrecked and disabled engines.

The Board would, therefore, urge upon railway companies the advisability of issuing a circular to their employees warning them that more care should be exercised in the clearing of wrecks, and when coupling or uncoupling of engines which have been injured in wrecks is required to be performed, that the employees engaged in such work be placed under the charge of a responsible foreman, who will direct their movements and see that their lives are not needlessly jeopardized.

The following circular was recently issued by the Ontario Railway and Municipal Board to electric railway companies operating in Ontario, with reference to the qualifications and examination of motormen:—

RE EXAMINERS OF MOTORMEN.

Dear Sirs,—

I have the honour to call your attention to the fact that the Presentment of the Grand Jury at the December Assizes, held at Hamilton, contains the following clauses: "The Grand Jury consider that Electric Railway Companies should be more careful in selecting their motormen, and that a longer service in training should be insisted upon before these men are put in such responsible positions, where the life of the travelling public is in their care."

I have the honour by direction of the Board to remind you that the Board will of course be obliged to withdraw its approval of the appointment of any examiner of motormen who fails in any way to discharge his duties to the satisfaction of the Board, and in such a way as to insure the safety of the public using the highway and the cars. In case of criminal negligence, examiners would probably be subject to criminal prosecution.

During the year ended June 30, 1907, some 46 electric railway companies were in operation in Canada, operating 814 miles, with gross earnings of $12,635,905 and net earnings of $4,898,653. A total number of 273,999,404 passengers and 479,731 tons of freight were carried.

At the annual meeting of the Toronto Railway Company the earnings of the company were reported larger than in any previous year. The sum of $542,000 was paid by the company in mileage rentals, taxes, etc. The total number of passengers carried was 116,946,000, compared with 105,000,000 in 1906.

At the annual meeting of the Winnipeg Street Railway Company gross earnings were reported to be $1,722,406 during 1907, being $306,101 more than in 1906. The total number of passengers carried was 20,846,317 a gain of 3,616,763.

The winter port business at St. John, N.B., thus far has been heavier than last year.

The Northern Navigation Company of Ontario held its ninth annual meeting at Toronto, Ont., on January 20, 1908. It was reported that navigation in 1907 had opened on Lake Superior on April 22, and on Georgian Bay on April 29, that is about a week later than in 1906. There was a falling off in passenger business of $6,000 but an increase in freight business of $33,000. The net increase in earnings amounted to $7,000. The company's fleet in 1907 consisted of 10 steamers valued at $905,696 compared with 9 steamers, valued at $750,000 in 1906.

The Trades.

Building.—There was little employment in the outside branches during February; the inside branches had a fair month in several localities on repair and finishing work. Plumbers and steamfitters had a good month. The outlook for the coming season was less favourable in the larger cities, including Montreal, Toronto and Winnipeg, than at the corresponding period of 1907.

Metal and woodworking.—Employees in industrial establishments were quiet, though there was some improvement compared with January. Horseshoers were busy.

Printing.—The allied trades had a good month. Bookbinders were active.

Clothing.—Journeymen tailors were better employed than in January, but garment workers and boot and shoe workers were somewhat quiet.

Leather.—Tanners and curriers were affected by unsettled conditions in the market for hides and leather.

Textile.—The month was active.

Food and tobacco preparation.—Bakers had a fair month. Confectioners were becoming busy on Easter trade, the afterholiday trade having been of fair proportions. Millers had a good month. The ice supply of the present winter season has been gathered in excellent condition.

Miscellaneous.—Barbers, hotel and restaurant employees, retail clerks, etc., were fairly well employed.

Unskilled labour.—Heavy snowfalls in Ontario and Quebec gave employment to large numbers of men in the work of snow removal. The gathering of the ice crop also afforded active employment. In most of the cities, however, the supply of labour was considerably in excess of the demand, though it was expected that with the opening of spring employment would be available for all.

Canadian Trade and Revenue.

Foreign trade.—During January, 1908 the total value of imports entered for con'

sumption was $23,273,475, compared with $26,519,247 in January, 1907. The total value of imports for the ten months ending January 31, 1908, was $307,316,720, compared with $278,124,603 for the corresponding period of 1906-07. Total domestic exports during January, 1908, amounted to $20,467,317, compared with $16,721,081 in January, 1907. The total domestic exports for the ten months ending January 31, 1908, amounted to $214,380,663, compared with $212,253,637 in the corresponding period of 1906-07. During January, 1908, there were increases in exports of animals and their produce, and under the heading of agriculture and manufactures, and decreases in products of the mine, the fisheries and the forest.

Imperial trade.—According to reports received from commercial agents of the Department of Trade and Commerce, Canada, there were openings for Canadian evaporated apples in the British market. There were several complaints from that market as to the grading and packing of Canadian apples received, and increased care is recommended on the part of Canadian packers. Good openings were reported for British Columbia apples, barley and other cereals in Australasia.

Domestic trade.—Trade was steady throughout February, with seasonable goods in fair demand. Wholesalers' orders were not large, but were expected to improve as the spring advances. Country trade was dull in Ontario and Quebec, as a result of the snowstorms, but improved in the closing days of the month. Winter stocks were well cleared out, though in the Maritime and Northwest provinces the mild weather affected sales. Collections were fair, satisfaction being expressed in most localities with the proportion of paper taken up on February 4. Canadian securities remained on low levels. The January bank statement showed a continued shrinkage in circulation and deposits; loans also were curtailed.

The first annual meeting of the Farmers' Bank showed net profits of $14,350 and total deposits of $647,000. The bank opened 27 branches and 11 sub-branches during the year. The Standard Bank reported an increase of readily available assets with a decline in current discounts. The Provincial Bank reported earnings of 12 per cent during the past year, out of which $50,000 was added to rest account. The net earnings of the Traders' Bank in 1907 were $569,692, out of which $100,000 was added to rest account.

Candian Revenue.—Canadian revenue during Fedruary, 1908, amounted to $6,577,027.06, compared with $7,327,820.49 in February, 1907. For the eleven months ending February 29, 1908, the total revenue was $87,601,299.37, compared with $78,977,550,81 during the corresponding period of 1906-07.

The total expenditure on capital account during February, 1908, was $3,522,988.92, of which the leading items were: Public Works, Railways and Canals, $2,736,854.98; Militia (capital) $268,326.83; Railway subsidies, $267,581.73; and Bounties, $198,051.22.

Notes.

A debate on the subject of *public ownership* was held in the Senate on February 26.

The fourth annual meeting of the *Western Ontario Brickmakers' Association* was held at Blenheim, Ont., on February, 19.

The third annual convention of the *Ontario Retail Hardware Dealers' Association* was held at Toronto, Ont., on February, 12-13.

The tenth annual convention of the *Associated Boards of Trade* of Eastern British Columbia was held at Moyie, B.C., on January 22nd.

The commissioners appointed by the government of British Columbia in August 1907 to enquire into the *irrigation* of land in that province, submitted its report under date of February 10.

At the annual meeting of the *Guelph, Ont., Retail Merchants Association* it was decided to discontinue the weekly half holiday during the summer months, which has been granted employees for a number of years past.

The report of the *Glace Bay, N.S., Co-operative Society, Limited,* for the quarter ending December 31, 1907, showed business for the quarter amount-

ing to $25,955.07 on which a dividend of 8 per cent was declared to members and 4 per cent to non members.

The annual statement of the *Bell Telephone Company of Canada* showed gross earnings of $4,829,000 and net earnings of $1,043,000. At the close of 1907 the company had 111,118 stations, or 15,973 more than in the previous year. It was announced that the company would negotiate with the governments of Saskatchewan and Alberta for the sale of its business in these provinces.

Under the provisions of the Public Health Ordinance regulations were issued by the government of Saskatchewan, under date of January 18, for the *sanitary control* of lumbering, mining, railway construction and other camps. A maximum fine of $100 and costs, was imposed for violation of the regulations.

The annual meeting and banquet of shareholders of the *Guelph Co-operative Association* was held on February 11. The total share capital of the association is now $2,765 and the total value of property held $8,009. A dividend of 8 per cent to shareholders and of 4 per cent to non-shareholders was recommended. The turn-over of the association is now about $30,000 a year.

A debate on the subject of *technical education* took place in the House of Commons. On February 17th, a resolution was adopted as follows:—

"That in the execution of public works requiring technical knowledge, the government should, as far as possible, utilize the services of young men engaged in the pursuit of technical studies in our Canadian institutions, so as to permit of their applying with profit during their vacations the knowledge acquired by them during the period of tuition."

Notice was published in the Quebec Official Gazette of the formation of the *Council of Conciliation and Arbitration* for the settlement of labour disputes in the province of Quebec other than those in respect to railway construction or traffic. The membership of the Council is as follows:—Narcisse T. Gagnon, merchant of the city of Montreal, President; John Herbert Lauer, Secretary-Treasurer of the Builders' Association of the city of Montreal, representing the employers; and Omer Brunet, shoe-machine worker of the City of Quebec, representing the employees.

The third annual report of the *Toronto Labour Temple Company* showed a total revenue during the past year of $11,475 compared with $10,184 during the previous year. Including the balance on hand at the beginning of the year and subscriptions for stock received during the year, the total revenue was $15,784. The total expenditure amounted to $12,399 including $3,500 paid off the principal of the first and second mortgages on the Temple. A surplus of $3,778 was carried forward, the indebtedness of the company being now $16,500. The company's assets are estimated at $48,834 and its liabilities at $33,848.

On February 20th, the Right Honourable Sir Wilfrid Laurier, Prime Minister of Canada, gave notice on behalf of the Hon. the Minister of Finance, of a motion to consider a resolution based on the bill introduced by the Hon. the Minister of Trade and Commerce during the 1907 session of the Dominion Parliament to provide for the sale in Canada of *Government annuities*. The resolution was as follows:—

That it is expedient to authorize the sale of Government annuities, to the end that habits of thrift be promoted, and that thereby opportunity be given to the people of Canada to provide for old age by means of Annuities of not less than fifty dollars, nor more than six hundred dollars per year; Annuities to be purchasable either by paying a single sum, or by the payment of a stipulated sum periodically at fixed and definite intervals; the Governor-in-Council, by regulation, to fix the rate of interest to be allowed in the computation of values in tables which are to be the basis of such purchases; such Annuities to be payable after the annuitant has reached the age of fifty-five years, or has become disabled; the moneys paid in by an annuitant to be repayable, should the annuitant die before the annuity is payable, to the heirs of the annuitant, with three per cent interest compound yearly; the property and interest of an annuitant in the contract to be unassignable, and to be exempt from legal process except the contract be entered into and consideration therefor paid with intent to delay, hinder or defraud creditors, and upon establishing such intent in a court of competent jurisdiction, creditors to have the right to receive, if the annuity has not become payable, the amount paid in with three per cent, simple interest; or if the annuity has become payable the present worth of the same; the moneys received to go into Consolidated Revenue Fund, and the moneys payable to be paid thereout; an account, to be known as the Government Annuities Account, to be kept of all moneys received and paid out in connection with annuity contracts, and the assets and liabilities appertaining to the grant of annuities, including among the liabilities the present value of the prospective annuities contracted for up to the end of each fiscal year.

In connection with the above proposal representations were made by the Parliamentary representative of the Trades

and Labour Congress of Canada to the Committee on Banking and Insurance urging the committee to recommend that the Government should undertake the provision of industrial insurance.

The session of the *Legislature of Nova Scotia* was opened on February 13th. Reference was made in the Speech from the Throne to the general prosperity, the recent financial stringency having affected the business of the province only to a limited extent. The opening of a number of technical schools; the progress made with the erection of the Nova Scotia technical college the establishment of a Department of Industries and Immigration, and the inauguration of an official record of births and deaths in the province were mentioned. The report of the commission appointed to inquire into the feasibility of adopting an old age pension fund for miners would be submitted to the legislature. The government will conclude a contract for the construction of the proposed Halifax and Guysboro railroad during the present year if financial conditions are favourable.

The fourth session of the eleventh *Legislature of Ontario* was opened on February 5. Reference was made in the Speech from the Throne to the continued prosperity of the province, notwithstanding that the harvest was not as abundant as in the previous year; to the completion of the Temicaming and Northern Ontario Railway to a point 208 miles beyond North Bay and the satisfactory earnings of that railway; the development of the mining industry at Cobalt; the transfer of the work of distributing immigrants to the Dominion government; and the establishment of an agricultural farm at Driftwood River north of the height of land. A report on the subject of prison labour will be laid before the legislature, together with bills for the amendment of the mining law, the Shops Regulation act and other measures.

Pursuant to authority granted by the shareholders of the Canadian Pacific Railway Company, *pensions* have been granted from time to time since 1903 to a number of employees who have a specified age limit and who have been in the service of the company continuously for ten years or more (*). It was found by experience, however that in some cases the amount of the pension calculated according to the regulations, was insufficient to protect the recipient from want during his declining years, as was intended. The Board of Directors have accordingly amended the pension regulations so as to provide that from January 1st, 1908, and, until further notice, the minimum amount of the pension to be paid shall be $20.00 per month. A circular to this effect was recently issued by the president to all the officers and employees of the company.

Owing to a steady advance in the price of butchers' meat during the early part of the present winter season, some distress was felt among the poorer members of the Hebrew and foreign classes in Toronto, Ont. At a meeting held in January the current high prices were discussed and a resolution passed requesting the retailers to make a reduction. At a subsequent meeting it was resolved not to patronize stores which did not make the reduction. The result was the retail Hebrew butchers closed their stores, several of them remaining closed for a week. During this interval it was decided by a number of Hebrews to open a store for the purpose of selling meat at actual cost, a subscription being taken up and a store placed at their disposal. On January 14th the store was opened for business and has continued since to sell meat at from 2 to 5 cents less per pound than previously the business amounting to between $1,200 and $1,400 per week. An additional store has since been opened. There has been no attempt made to organize on a co-operative basis, action having been taken in the first instance for the special benefit of poor Jews, though all are free to patronize the stores. The committee in charge has adhered to the original plan of selling at cost price. A manager or buyer has been appointed to purchase from the larger wholesale firms. No effort

(*) A special article dealing with the superannuation and pension fund of the Canadian Pacific Railway Company was published in the January, 1903, issue of the *Labour Gazette*, at page 552.

has been made to earn profits for the repayment of the original subscriptions, which were given for charitable purposes. Whether the arrangement will be continued permanently will, it is said depend on the course of the retail stores.

The Executive Committee of the Legislative Board of the International Brotherhood of Locomotive Engineers and representatives of the various railway labour organizations in Canada, who were instructed by the meeting held at Ottawa during February to interview the Minister of Railways, the Minister of Justice, and the Board of Railway Commissioners in regard to the amendment to the Railway Act, and proposed new rules to govern the operating service of the Dominion railways, met the Ministers of Railways and of Justice on February 21st, with a view to having the Railway Act amended so as to relieve railway employees of certain liabilities. As the law now is, in case of an accident, the criminal code holds a man liable only for wilful negligence, whereas a railway man comes under the provisions of the Railway Act, which holds him criminally liable for an accident due to forgetfulness or an error of judgment. The deputation asked that the law be so amended as to place railwaymen in this connection on the same condition as other classes. The Railway Act will be thoroughly inquired into, and further conferences held before definite amendments are proposed. The deputation has yet to interview the Board of Railway Commissioners in regard to new rules to govern the operating of railway trains.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during February were very active considering the season. The weather was favourable with little snow and tended to increase activity in the larger industries including railways and tramways as well as foundries, factories and other works. The steel and coal industries enjoyed general activity. The steel outputs were large, with all departments and mills, the rod mills, excepted, in continuous operation. The Rod mill which was idle for several weeks was started about the middle of the month, and operated four days per week. The output of the furnaces for this winter, and the product of the mills greatly exceeds that of the winter of 1907.

The Nova Scotia Steel and Coal Co., at the annual meeting held during the month reported all of the plant in full operation. The business of the past year, was the largest in the history of the Company, showing an increase in the output of iron and steel, but a decrease in ore and coal. The steel shipped aggregated 53,632 tons being 25 per cent over the preceding year. The decrease in the coal output was owing to the decision to single shift No. 3 Colliery. The profits for the year 1907, were $944,790, as compared with $960,-281 for 1906. The amount at the credit of profit and loss account on Jan. 1st, 1907, was $1,180,783 which with the profits of the year, makes a total of $2,-125,574. After providing for certain special reserves, the balance is now $792,237, compared to $650,989, last year. The total assets of the Company are $13,810,881.

The coal output of the Province for January, 1908, exceeded that for January 1907, by 125,000 tons, nearly every colliery showing an increased output, the largest gain being made by the Dominion Coal Co. All collieries in Cape Breton Island worked steadily. An explosion causing the death of ten men took place at Port Hood Colliery. Apart from the loss of life very little injury was done to the underground workings.

Lingan Colliery is being rapidly de-

veloped and work on the Railway spur continues. The Dominion Iron and Steel Co., opened 100 ft. of a slope on the Cowans area's at PortMorien. A large sized seam of coal was uncovered, when the slope was shut down, until the areas are further propected by bore-holes.

Transportation by rail was heavy, the chief commodities carried being Coal, Steel Ingots and Steel Rails.

Wholesale and retail business was quiet. The outside trades were quiet.

CONDITION OF PARTICULAR TRADES.

Conditions in the trades were active except in the building and clothing branches which were quiet. Unskilled labour was well employed.

WESTVILLE, N. S., AND DISTRICT.

Mr. Thos. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The coal output during January was large, several collieries in the district increasing their outputs compared with those of the corresponding month last year. The same conditions applied, in the main, to collieries in the adjoining counties. The outputs of the different collieries were as follows:—

Dominion Coal Company, C. B.	output	312,359 tons.
" " "	shipments	202,063 "
" " "	increase*	39,141 "
Cumberland Railway and Coal Co., Springhill, N. S.	shipments	37,015 "
" " "	increase*	14,588 "
Nova Scotia Steel & Coal Company, C. B.	shipments	47,750 "
" " "	increase*	8,021 "
Inverness Railway & Coal Co., C. B.	shipments	20,422 "
" " "	increase*	4,487 "
Acadia Coal Co., Stellarton, C. B.,	shipments	29,433 "
" "	increase*	3,205 "
Intercolonial Coal Company, Westville, N. S.,	shipments	24,948 "
" "	increase*	1,214 "

Total increase at all collieries, 70,656.

*Over January, 1907.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were mainly employed attending to stock and winter work.

Lumbering.—There was a rush hauling pit timber and logs to the local mills.

Manufacturing.—Some departments of the Trenton Steel works were fully employed; others only fairly well.

Mining.—At present, owing to storms, there is a shortage of cars. Weather conditions have not impeded business on the seaboard this winter to any great extent, though the reports from the northern part of the country are not so favourable. Connections have been made between the two Allen shafts and it is expected that in the near future the advantages of this improvement will be apparent. The output at the Drummond Colliery, Westville, N. S., for January, 1908, amounted to 28,854 tons of coal; 620 tons of coke; 390 tons of fire-clay, and 38,400 fire-brick. The pay-roll amounted to $44,000. It was reported in the local newspaper that at the Londonderry Iron Works, Colchester County, N. S., forty men were informed that their services would not be required until the furnace was again started. About fifty men are all that are at present employed at the furnace, coke ovens and coal washer.

CONDITION OF PARTICULAR TRADES.

Building.—Quietness was the rule.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, electrical workers and linemen, horseshoers, jewellers, etc., had fair employment.

Printing.—The allied trades were fairly active.

Food and tobacco preparation.—Ba_

kers, confectioners, butchers and meat-cutters were busy, and ice-handlers very busy.

Transport.—Conditions generally were favourable.

Unskilled.—This class as a rule were inactive.

DISTRICT NOTES.

The Acadia Coal Company is boring a hole about one mile east of the Allen shafts to prove the measures in that district; it is reported that the hole is down a distance of 750 feet, and is at present passing through good shale rock.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during the past month showed indications of an early opening up of spring activity. Weather conditions have been most favourable. Commercial activity has been a marked feature of the month. Eight thousand two hundred and sixty-three passengers have been landed at the deep water terminus from the 8th of August, 1907 to the 9th of February, 1908. The Nova Scotia Government has decided to put the Nova-Scotia Factories' Act in operation, and Philip Ring has been appointed inspector. He has commenced work.

On February 12, at Clark's Harbour N.S., the district meeting of the Fishermen's Union opened with a good attendance, several stations being represented.

The annual meeting of the Halifax Tramway Company was held during the month. The report of the President and directors states that for the year ended Dec. 31st, last net earnings show an increase of $4,599.71 over the previous year. The toal earnings of the company $405,452.40, were made up by the following items:—

Passenger receipts	$173,870 64
Light and power earnings	173,943 31
Gas earnings	56,798 98
Sundry earnings	839 47

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Conditions during the past month were normal.

Mining.—The returns filed at the Mines office during the past year show that the yield of gold from the various mines in Nova Scotia was in excess of the previous year by several hundred ounces.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were quiet, but several branches at the end of the month showed signs of renewed activity.

Metal.—Normal conditions were reported.

Woodworking and furnishing.—These trades were fairly active.

Printing.—All were active.

Clothing.—Tailors and boot and shoe workers reported conditions normal.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and laundry workers were fairly active.

Transport.—Railroad men, freight handlers and ship labourers reported conditions fairly good. Teamsters and expressmen were fairly active.

Unskilled labour was dull.

AMHERST, N.S., AND DISTRICT.

Mr A. D. Ross correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of February has been exceptionally dull. The various industries have found the local supply of labour fully ample to meet more than the demand and a number of industries were working on short time and some of the men were temporarily laid off. Conditions are now becoming more normal and prospects decidedly brighter, but

there will be no demand for additional help before the end of March. Two industries, Rhode Curry &Co., and the Amherst Boot and Shoe Company, held their annual meetings this month and both reported a prosperous year. The combined output of these industries aggregated nearly $5,000,000. The combined output of all the industries of Amherst total nearly $7,000,000. The Victor Woodworking Co., completed its re-organization and will open early in March. Wages have remained without material changes and the month has passed without any labour troubles.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Agricultural products have commanded high prices.

Lumbering.—The cut this year will only be about one third of that of the previous year.

Manufacturing.—Rather dull conditions prevailed. This statement applies to all industries embracing Cars works, Woollen Mills, Foundries &c.

Mining.—Work was exceedingly brisk. One new mine has been opened up by the Empire Coal Co. The Maritime Coal & Railway Company is spending large sums of money in the development of its property. It has sunk a new slope on the Joggins property to the depth of 1,300 feet and purposes going 400 feet deeper before a level will be struck. A number of miners and surface men could find employment in the Cumberland mining sections.

CONDITION OF PARTICULAR TRADES.

Building.—The local supply of labour was more than sufficient.

Metal.—Work was fairly steady, but there was no demand for other than local labour.

Woodworking.—Car builders had a slack month owing to difficulty in obtaining material. Order have been received to keep present staffs employed until August. More orders are expected before that time. Other lines were fairly active, but the local supply is sufficient to supply all demands.

Printing.—A limited number of printers and pressmen could find occupation.

Clothing.—Trade was dull, but an improvement is expected next month.

Leather.—Trunk and bag makers had steady employment.

Unskilled labour.—There was no demand for unskilled labour. The small cut of lumber has thrown upon the market a large number of men who are generally employed in the woods during the winter months.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during February, differed very little from that of March, the supply being somewhat in excess of the demand, although there was no serious lack of employment. The month was much milder than the same month last year, enabling more outdoor work to be done, but the scarcity of snow during the latter part of the month and the heavy travelling made business dull for a time. The winter steamers ran regularly during the month, thus preventing the congestion of freight that has happened in other years, and giving employment to a large number of men in Georgetown, the winter port.

RE UNEMPLOYMENT.

The usual cessation of out-door activity has not seriously affected the labour situation.

While all have not secured steady employment there has been a good deal of work in connection with the city streets, such as snow shovelling etc. No special effort has been made by the municipality to provide employment. The outlook for the balance of the season is very favourable.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Operations were quiet during the first of the month but during

the latter part the demand for seed oats purchased by the Dominion Government for the North-West, tended to enliven the situation.

Fishing.—Smelt and eel fishing was carried on briskly but the result was not equal to last year owing to the drop in prices. Preparations, however, are under way for the opening of the lobster season next April, traps and cans being made for many of the factories.

Lumbering.—The few mills of the Island were kept running under normal conditions, supply and demand being well balanced.

Railroad construction.—The installation of the heating apparatus in the new car shops of the P. E. I., Railway was completed. Work will be suspended for about a month, but will be resumed in the early part of April.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had a dull month. Carpenters and joiners were active. Lathers and plasterers, painters and paper-hangers were fairly active. Plumbers, gas and steamfitters, and stonecutters were active. Labourers had a dull month.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists, electrical men and line men, and sheet metal workers were active. Bicycle workers had a dull month.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagon builders, were active.

Printing. — Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and tobacco workers were active.

Leather trades.—Tanners, curriers and saddlers were active.

Miscellaneous.—Barbers, clerks and deliverymen were active.

Transport.—Railroad conductors, trainmen, locomotive engineers, switchmen, trackmen, and longshoremen were active. Teamsters and expressmen were fairly active.

Unskilled labour.—There was a fair demand for unskilled labour.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market during February shewed no material change from January and the corresponding month of last winter. Supply and demand were seemingly well balanced in most lines and the percentage of unemployed was not large in any case. The unusually mild weather existing throughout the entire month very much lessened the strain of winter upon the poorer classes, and also made considerable out-door work possible. All local manufacturing industries were running, some with their usual complement of operatives and a few with reduced staffs. About 270 foreign labourers have been steadily engaged during the winter in excavating for the water system at the new I. C. R., shops. The absence of snow and the exceptionally mild weather has rendered this kind of work possible, and good progress has been made in putting down the mains. These labourers receive 16c per hour. A considerable force of men are also at work upon the steel superstructure of the locomotive shop. Wholesale trade has been up to the average and retail trade good. Some milk dealers have put the price of milk down to six cents but the majority hold at 7c per quart. Real estate has been quiet and rents firm. Labourers upon the G. T. P., suffered a reduction from 16c to 15c per hour commencing with February 1st, about 150 men were affected. No other changes in rates of wages or hours of labour have been noted and relations between employers and employees are cordial.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was confined to the getting out of wood and poles and

caring for stock. Market prices were about the same as last month. Hay however was cheaper, retailing for $11 and $12 per ton (loose).

Fishing.—The smelt fishing season which closes February 15th, was extended to the 22nd. The catch all along the shore was much below the average and shipments as a consequence less than last year's.

Lumbering. Good progress has been made but the season's cut is expected to fall a little short of last year's.

Manufacturing.—Normal conditions prevailed.

Railroad construction and employment.—Construction work upon this end of the Moncton-Chipman section of the Grand Trunk Pacific has been actively carried on. Three steam shovels are now at work in the cuttings and much excavation and filling in has been done.

CONDITION OF PARTICULAR TRADES.

Building.—Quiet conditions as is usual at this season of the year prevailed. Considerable inside work however was carried on and indications point to the coming season surpassing that of last year in activity.

Metal, engineering and shipbuilding.—Iron moulders, workers and helpers were fairly busy, machinists and engineers were active with blacksmiths and horseshoers busy.

Woodworking and furnishing.—Woodworkers and upholsters were busy. Barrel factory hands were active and carriage and wagon makers quiet.

Printing.—The various branches were very active.

Clothing.—Journeymen tailors and garment workers were fairly active.

Food and tobacco preparation.—Bakers and butchers were busy. Ice handlers were actively engaged housing next season's supply.

Leather.—Quietness prevailed.

Miscellaneous.—Barbers, clerks and stenographers were steady. Hotel and theatre employees were active and laundry workers busy.

Transport. — Railway crews were active, freight and passenger traffic being especially good for the season. Carters and expressmen were busy.

Unskilled.—Among this class quiet conditions prevailed. Few, however, were unemployed, and there is certain to be a very large demand for unskilled labour as soon as spring sets in. The absence of heavy falls of snow this month cut off an important source of employment.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during February was fairly well employed for the season, but the building trades were very dull.

The annual meeting of the shareholders of the Cornwall and York Cotton Mills Company, Limited, was held January 27, and reports of the year's work were considered highly satisfactory, while the prospects for a good year's business were very bright. The usual half-yearly dividend of three per cent was paid.

Cargoes for 55 steamships had been filed up to February 22 at the Custom House. These vessels carried away Canadian goods valued at $8,322,403 and foreign goods valued at $3,731,889, making a total of $12,054,292. The valuation of cargoes sent forth shows an increase of $2,883,621 as compared with the same number of sailings last year. The total valuation of shipments to the above date last year was $9,170,671. Wheat shipments to Feb. 22, are in the vicinity of 4,000,000 bushels.

Bank clearings for the five weeks ending February 27, were $5,423,585, and for the corresponding period last year $5,526,778, being $103,193 less in 1908 than in 1907, and $478,295 greater than for the four weeks ending January 23, of the current year.

At a meeting of the city council on January 31 the clerk of the assessors had his salary increased from $1,000 to $1,100, and a clerk in the chamberlain's office was raised from $600 to $720.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from Hartland, Carleton County, give the following prices for produce: Hay, $10.25 to $11.25 oats 40 cents; potatoes, $1.50 to $1.60; eggs, 20 cents a dozen; butter, 20 to 22 cents per lb.

Lumbering.—The lumber mills at the foot of the St. John river are beginning to resume operations after an idleness of two months.—W. F. Barnhill has about one hundred men at work in his logging camp and portable saw mill near Hoyt station.—There is a great reduction this year in the lumber cut on the Miramichi and other rivers of the province. Last year there was in the vicinity of 180,000,000 feet of logs cut on the Miramichi and its tributaries for the various lumber and pulp companies doing business in that section of the province. Of the above amount 140,000,000, feet were manufactured into long and short lumber, while the remainder was handled by the pulp and paper companies. This year there is an increase in the amount which will be used by the pulp and paper companies as practically the entire cut of 85,000,000 of the International Paper Company will be shipped to the United States for manufacture into pulp, and about 55,000,000 feet will be used by the pulp and paper companies. The total amount of logs coming out of the Miramichi this year will only be about 110,000,000 feet, and only about 55,000,000 of that amount will be manufactured into long and short lumber. The International Paper Company, on the Richards and Hutchinson properties, is taking out about 40,000,000 feet all of which will be manufactured into pulp. The Miramichi Pulp and Paper Company and Dominion Pulp Company, which have pulp mills on the Miramichi, are taking out about 10,000,000 feet each. On the south-west Miramichi there is a decided reduction in the cut of the lumber companies. The Timothy Lynch Company, which usually cuts upwards of 12,000,000 will have only about 4,000,000 feet this year. Michael Walsh has reduced his cut to 3,000,000 feet. On the Bartholomew, the Alexander Gibson Railway and Manufacturing Company will only take about 5,000,000 feet this year. On the north-west Miramichi, Allan Ritchie's cut will only be about 7,000,000 feet, while Mr. Burchill has reduced his cut to 3,000,000 feet, and the Sinclair Company's cut will be between 6,000,000 and 7,000,000 feet. On the Tracadie and other tributaries the Snowball Company will cut about 14,000,000 feet, while James Robinson, on the Dungaroon and Renous rivers, will cut about 5,000,000 feet. Other small parties on the Miramichi will cut another 5,000,000 or 6,000,000 feet.—The Dalhousie Lumber Company disposed of its property to the St. Maurice Lumber Company of Three Rivers, Quebec. The new owners of the property are preparing to erect mills on the property which will cost upwards of $150,000, and work will be rushed during the coming summer. It is the intention to install bandsaws and rossing machinery as well. The International Paper Company will take the entire output from the property in question, and most of the cut will be used for pulp wood.

Mining.—The Maritime Copper Company's Mine situated at Azor Brook, near St. Martins, was sold on February 8. Negotiations were concluded during the early part of the month for an eighty-year lease of the large iron properties at Lepreau, owned by the New Brunswick Iron Company, to the Dominion Iron and Steel Company, on the basis that the lessees pay a royalty of 25 cents a ton for all ore lifted, whether for shipment or smelting at the mines. A close study of the ore had been made by a number of experts, and it had been pronounced the finest deposit of the kind in Canada. The property, is about two and a half miles square, and is situated on the line of the New Brunswick Southern Railway.

CONDITION OF PARTICULAR TRADES.

Building.—Dullness prevailed, though painters and plumbers were well employed.

Metal and woodworking.—The month was active, with a few branches busy.

Printing.—Printers, pressmen, and bookbinders were busy.

Clothing.—Journeymen tailors were active.

Food and tobacco preparation.—Bakers and confectioners were busy. Ice-cutters and cigarmakers were active.

Miscellaneous.—Brush and broom makers were busy.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen and freight-handlers were busy, ship labourers were active and street railway employees, busy.

Unskilled.—This class was dull.

QUEBEC, QUE., AND DISTRICT.

Messrs. Edward Little and *P. J. Jobin, correspondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Out-of-door employees were considerably more active than in January, unskilled labour being busy during the first half of the month on snow removal, some heavy snow storms having occurred. The refitting of vessels in preparation for the opening of navigation was in full progress. Otherwise the month was quiet. The Montmorency cotton mill was working on short time but was expected to resume activity shortly. Work was resumed on the extension to the Chateau Frontenac. Incorporation was granted to the "Quebec Electric Laundrerers, Dyers and Cleaners, Ltd.," with a total capital of $20,000.

Early in the month, the Salvation Army notified the different Charitable Societies that their shelter would be closed on the 6th of February owing to the need of making improvements to the building. A meeting was convened in the St. George's Society Rooms, on the 5th, which the officers of St. George's St. Andrew's and the Irish Protestant Benevolent Society and Clergymen of the different Protestant denominations attended. The object of the meeting was to discuss what means should be taken to deal with the unemployed. A number of suggestions were made and it was finally decided to forward to the headquarters of the Salvation Army at Toronto a request to keep the shelter in Quebec open for two weeks longer.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Conditions were favourable in the camps, the snowfall having caused only slight inconvenience.

Railway construction.—A large amount of rock cutting was being carried on.

CONDITION OP PARTICULAR TRADES.

Building.—Carpenters, painters and plumbers were fairly active; other branches were quiet.

Metal, engineering and shipbuilding.—The iron trades were active and boilermakers were busy. Electrical workers and linemen were active.

Printing.—Conditions were busy.

Clothing.—Tailors and garment workers were quiet. Boot and shoe workers were active.

Food and tobacco preparation.—Ice cutters and drivers were busy. Cigarmakers were active.

Leather.—Activity prevailed.

Miscellaneous.—Trade was quiet.

Transport.—Railway employees were busy. Other branches were dull.

Unskilled labour.—This class was well employed.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during February were about the same as in January. There has been no further closing down and no employees going on shorter hours. In the Rand Drill factory work seems to be improving, and it is expected that by next month the present staff will be working full time. The conditions at the Jenckes works are about the same. The

retail trade reported business fully up to the average, and payments fairly well met.

Some twelve of the workers employed in the Paton mill refused to do certain work which they claimed was usually performed by other hands. They absented themselves from work for a day, but the majority afterwards returned, the others finding work elsewhere.

Sixteen sewing-machine operators in the Walter Blue & Co., establishment went out about the middle of the month because two of their fellow employees had been discharged. The company contended that business was such that they had to dispense with the men. On the other hand, the men held that the company discharged the men because they were active union men. The company further stated that there was no strike, and that the fourteen men could return at any time up to the 22nd, when, if they did not do so, their places would be filled by others from Montreal. The men offered to give up the union if given a yearly contract. This the firm refused to do, and most of the men returned to work, while the places of the others have been filled.

At a meeting of the City Council on the 24th February, a by-law was adopted to purchase the plant of the Sherbrooke Power, Light and Heat Co., at $250,000; this by-law will be submitted to the ratepayers for ratification on the 9th of March.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Many farmers were engaged in hauling cordwood, which sells from $4.50 to $5.00 per cord.

Lumbering.—A large quantity of cordwood is being got out. There is a good demand for men accustomed to work in the woods.

Manufacturing.—The manufacturing industry was somewhat quiet. While not running on short time, the woollen mills have not very much work ahead.

Mining.—In the asbestos district the pits were being worked to the limit in so far as the weather conditions allow. The mills were running full time.

CONDITION OF PARTICULAR TRADES.

Building.—Trade was quiet, but as soon as the season opens there will be plenty of work. Plumbers were active.

Metal and engineering.—Moulders, machinists and all engaged in machine shops were quiet.

Woodworking and furnishing.—Carriagemakers were busy. Pattern makers were quiet.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Tailors, garment workers and glove makers were quiet.

Food and Tobacco preparations.—Bakers, and confectioners, and cigar makers were quiet. Ice cutters were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and hotel and laundry employees were quiet.

Transport.—All branches were fairly active.

Unskilled labour was quiet.

DISTRICT NOTES.

Graniteville.—Work has progressed favourably at the quarries this winter and a large number of men were employed.

East Angus.—The paper mill was closed for a few weeks, but the pulp and saw mills were running well. The mill company has seventeen teams on the road.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was not employed to as great extent as the two last months, although the large amount of snow kept a number of carters and labourers busy. The factories have been running with the same degree of activity as last month. A force of carters and men have hurried the cutting of ice. The ice was not as thick as in previous years, so it required more work to fill the same stor-

ages. Wholesale and retail trade has been rather quiet.

A number of men are returning from the woods where they have been employed cutting logs for lumber Coy's. They report an excessive amount of snow in the woods this winter rendering their work more difficult and the cost of the timber greater.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy cutting wood and carrying same to the market, with hay, straw and grain, for which they obtained good prices, although hay, was lower than in January.

Lumbering.—Most of the lumbering firms were still busy in the woods.

Manufacturing.—Manufactories were running as during previous months.

Railroad construction. — Very little work was done on the new railroads this month. A few gangs were working on the approaches of concrete culverts made last fall.

CONDITION OF PARTICULAR TRADES.

Building.—Outside workers were quiet but the indoor branches were well employed.

Metal, engineering and shipbuilding.—Bicycle repairers and horseshoers had active employment. Blacksmiths, boiler makers, ship labourers, and sheet metal workers were busy; the other branches were fairly well employed.

Woodworking.—Woodworkers, upholsterers, varnishers and polishers were active; the remaining branches were fairly well employed.

Printing.—These crafts reported favourable conditions.

Clothing.—Glove makers were active and boot and shoe workers were busy, but other classes were quiet.

Food and tobacco preparation.—There was great activity in this group.

Leather.—Quietness prevailed.

Miscellaneous.—Hotel restaurant and theatre employees were quiet; the other branches were busy.

Transport.—Railway employees were busy. Employees on the ice breaker "Glacial" were very busy. Cab drivers had a fair month. Teamsters and expressmen had plenty of work.

Unskilled labour was quiet.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In general, the condition of the labour market was dull. The trades were very quiet, there being little work on hand and little prospect of work for some time yet. The metal trades had a dull month, the staffs being reduced in several factories. In one of the factories the wages of a portion of the employees were reduced by from $1.00 to $1.50 per week, until things become more settled. The boot and shoe trades were also dull, the Ames Holden Company having closed the doors of its factory for some time; nearly 275 persons were idle in consequence.

The tanneries reduced their output owing to market conditions, the price of hides being low and leather prices uncertain. Sash and door factories were fairly busy having kept full staffs at work. The woollen factory was very active during the month, as was also the organ factory, the latter working some overtime. A new company, to manufacture iron bedsteads is negotiating with the municipal council as to inducements to open a factory; about 100 men would be employed and about $60,000 would be paid in yearly salaries. It was stated that the Grand Trunk Railway Company will build sidings from its junction at Ste. Rosalie to the station of the Canadian Pacific Railway at St. Joseph village, St. Hyacinthe. The garment working factory was running briskly with a full staff. Retail trade was fairly active but not as active as the preceding month or in the corresponding month of last year. Wholesale trade also suffered from stagnation, but a reaction is looked forward to in the

next few months. Banks reported a busy month with easy collections. There have been no changes in wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were very favourable, produce bringing high prices. Potatoes increased 20 cents per bushel, butter was selling at 32 cents per pound, eggs 35 cents per dozen; other farm produce found a ready sale. Farm help was not in demand.

CONDITION OF PARTICULAR TRADES.

Building.—Dullness prevailed.

Metal.—Blacksmiths and horseshoers reported a good month; the other branches were dull.

Woodworking.—Woodworkers had a fair month. Upholsterers, polishers, varnishers and carriage workers were busy.

Printing.—Activity was reported.

Clothing.—Owing to the fact that the ready-made clothing season opened earlier than usual, the clothing trades were very busy.

Food and tobacco preparation.—With the exception of cigarmakers who were dull the various branches were busy.

Miscellaneous.—Barbers, clerks, delivery, hotel, restaurant and laundry workers were active.

Transport.—Railway employees had a good month. Carters, hackmen and expressmen were active.

Unskilled labour.—In the beginning of the month this class was idle but was fairly well employed towards the end.

DISTRICT NOTES.

Sorel.—Messrs Duhamel and Bros'. new boot and shoe factory was employing about 40 hands and orders were plentiful.

St. Jean.—It was stated that the Singer Manufacturing Company, which, owing to the stringency in the financial market, dismissed about three quarters of its employees, has been daily re-engaging new hands and in a few weeks will be running to full capacity. The Standard Drain Pipe Company will commence rebuilding next spring. This company has made a special arrangement with the city by which it is granted an exemption of taxes for ten years and additional fire protection. The company, on the other hand is to resume operations on a more extended scale than formerly, during ten months each year. The poultry raisers' association of the Iberville district known as the St. John Poultry Association held its annual exhibition on February, 11–13.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

February was more active than January. Building operations have shown more activity, but the supply of labour exceeded the demand.

The Standard Shirt Co., Ltd., opened its new addition on the 14th February with a ball and banquet to the employees over 1,200 attended. These new additions will give employment to over 500 working people.

The city council of Maisonneuve has granted an exemption of taxes for the period of ten years to a company which will built a paper box factory at a cost of $25,000. The factory will employ 75 to 100 workmen.

Thirty-five building permits were issued in January, '08, at an aggregate value of $78,650. This includes 27 permits for new buildings to cost $55,650. There were 8 permits for alterations or repairs, to cost in all $23,000.

Realty transfers during the week of Feb. 15th, took place as follows:—

St. Louis Mile End	$ 40,755
Maisonneuve	26,300
Outremont	3,470
De Lorimier	12,485
Westmount	8,275
Montreal	268,786
	$ 360,071

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were more active than in January.

Metal.—Electrical workers were quiet; the other branches were fairly active.

Woodworking and furnishing.—Carriage and wagon makers and car-builders were active. Pattern makers were quiet.

Printing.—Activity prevailed in the various trades.

Clothing.—Boot and shoe workers were dull.

Food and tobacco preparation.—Activity prevailed in these lines.

Leather.—Quietness prevailed.

Miscellaneous.—These trades were active.

Unskilled labour. — The supply of unskilled labour exceeded the demand.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Although an accurate forecast of building operations during the coming season is as yet impossible, the increasing activity of the past few years in this line will not be witnessed this year. The number of building permits issued since the beginning of the present year shows a decrease as compared with last year. The prices of building material and the scale of wages have not declined. The financial stringency will be felt in the case of the larger and more expensive edifices.

The moving season is in full activity and it was stated that tenement houses would be insufficient for the need. Rents are abnormally high and nearly beyond the reach of families with small incomes. Money invested in the construction of workingmen's lodging houses would earn a good revenue.

The excise duty on importations in the port of Montreal during the month of January showed a reduction of $63,844.24 as compared with the corresponding month of last year. Large increases have occurred in all branches in the city post office. The increase of revenue for the month of January compared with the same month in 1907 showed an increase of $8,339.85. Registered matter furnished a revenue of $116,948 during January, 1908, compared with $103,578 during January, 1907.

The percentage of receipts paid to the city by the Montreal street railway Co., is based on the following scale:—

Up to	$1,000,000	4%
From $1,500,000 to	2,000,000	8%
" 2,000,000 "	2,500,000	10%
" 2,500,000 "	3,000,000	12%
Over $3,000,000		15%

The recent heavy snowfalls have materially affected the receipts and expenses of the company. The company's report for January showed the receipts to have been $285,515, or $9,125 less than in the preceding month, and the working expenses to have been $10,193 more than in December.

CONDITION OF PARTICULAR TRADES.

Building.—Quietness prevailed.

Metal, engineering and shipbuilding.—Horseshoers were active. Jewellers were fairly busy, but the other branches were dull.

Woodworking.—Conditions were quiet.

Printing.—These crafts were busy.

Clothing.—Business was quiet.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters, ice cutters and drivers were active.

Leather.—These trades were busy.

Miscellaneous. — Barbers, hotel, restaurant and laundry employees were active. Furriers and clerks were busy.

Transport.—Cab drivers, hackmen, teamsters, draymen and expressmen were busy. Steamboatmen and ship labourers were quiet.

Unskilled labour.—Dullness prevailed.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been little change in the condition of the labour market since

January. Conditions were somewhat quieter, on account of dullness in the paper industry. Orders for the finished product have not been as plentiful as usual and about a score of employees were laid off temporarily at Eddy's. Other departments, however, were busy, the usual staff of girls and men being employed. The cement company again expressed its intention of enlarging its plant so as to double the present capacity and manufacture 5,000 barrels per 24 hours. The plant is at present undergoing large improvements to cost $250,000, but the proposed enlargement would cost in the neighbourhood of $500,000. The Ottawa Forwarding Company's shipyards in Hull employ 50 hands, at wages of $2.00 a day. This rate is a year-round one. A large quantity of repair work is being done. The Mathews Pork Packing establishment is now turning out 21 different kinds of prepared meats and employs 150 hands. This establishment is very busy as is also the Walters' axe factory and the Hanson woollen mills. The axe handle factory which was burned down last fall, throwing half a dozen men out of employment is being rebuilt and will soon resume operations. Ice cutting and snow shovelling were two abundant sources of employment and gave work to approximately 300 people.

DISTRICT NOTES.

Masson.—The large boot and shoe factory, employing about 75 hands, the chief industry of this town, was burnt down in February. The plant was only erected during last year and was valued at $40,000.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Opportunities of employment were rare during February. Most of the local industries were obliged to curtail operations, and many of them laid off hands. In other cases, such as clothing factories' employees worked only half time. Anchor ice at the Chaudiere caused a cessation of work in J. R. Booths' pulp mill for a short period, and at other times parts of the machinery were thrown idle for lack of power. Shipping was dull owing to quietness in the outside lumber markets and to the falling off in orders for local manufactured products. This led to a reduction of the number of railway employees and others engaged in transportation. Some of them have since been taken back. The expenditure for snow cleaning by the Ottawa Electric Railway Company to date, is $25,000 and by the city $15,000. The snow-fall this season has been twice as heavy as last year. The Electric Railway Company estimates that its expenditure has been doubled. The city last year spent only $14,000 for removing snow. The additional outlay in 1908 has been a great relief to the labouring class.

As a result of about half the 85 snow haulers of the Ottawa Electric Railway Company going on strike February 4, for five cents increase, or 25 cents a load, the company made an advance of two cents. Next day the strike was repeated and the Company granted the full demand.

The building contractors of Ottawa have organized the Ottawa Builders' Exchange with between 75 and 100 members. The object is to encourage a fraternal spirit among the contractors and to have some means whereby they can all act as a unit in matters of common interest.

RE UNEMPLOYMENT.

The number of unemployed in the city was numerous in all branches. The lowering of wages in the lumber camps by from five to eight dollars per month caused many of the hands to return earlier than usual. Factories, foundries, railway shops, building contractors, etc., reduced their staffs owing to dullness in trade, resulting from the money stringency outside of Canada. Work on the proposed Grand Trunk hotel and station, which was expected to employ a few hundred men, has been delayed. These

circumstances combined to swell the number of the unemployed of Ottawa. Among those seeking work were many new arrivals from England who feel the lack of employment more than those accustomed to the country. There are comparatively few cases of poverty.

The Men's Rescue Mission has only forty inmates. The ordinary unemployed man will not work for lower wages than last year and he is not complaining. The corporation of Ottawa is prosecuting as much work as the weather will permit in order to relieve the situation, but has done nothing special in this respect. Reports from all industries indicate that there will be improved conditions commencing early in March. The first relief will be the sending away of a few hundred river-drivers and it is expected building will become active on the Grand Trunk hotel and station. Several large sewers must be constructed owing to the annexation of new territory by the city. The railway shops, foundries and factories expect to restore the portions of their staffs laid off, and the usual activity in the lumber mills is counted upon.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Market deliveries of agricultural supplies consisted chiefly of pork, beef, butter and eggs which sold at the firm prices that have ruled all winter. At a convention of dairymen held in Ottawa, on February 6, and attended by about 500 farmers from Eastern Ontario and Western Quebec, a resolution was passed endorsing the inspection of cheese factories and the establishment of farmers' exchanges to replace cheese boards.

Lumbering.—The heavy snowfall did not affect lumbering, but the delivery of supplies was made difficult. Manufacturers expect to receive as much for next season's cut as was paid last year. About 2,000 cars of logs have been brought by rail to the city to be sawed in the summer.

Railroad construction.—The Canadian Northern Railway branch has been built to within three and a half miles of the city.

CONDITION OF PARTICULAR TRADES.

The several trades were quiet.

DISTRICT NOTES.

Carleton Place.—The ratepayers, endorsed a by-law to grant exemption from municipal taxation for a term of ten years to the Waterloo Knitting Mills Company, Limited.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a marked improvement in the condition of the labour market during February, owing to the very heavy snow falls, ice harvesting, and increased operations in the various dry-docks and shipyards. To a large extent traffic on the various railways was impeded, and in some cases stopped. Many branches of business were affected. The management of the electric railway conferred with the civic council with respect to an abandonment of the line until spring, but at a special meeting of the city council it was decided not only to re-open the entire line, but to keep it open. Accordingly a large staff of men and teams were employed for some days removing the snow. The rate of wages paid to men and teams for removing snow was as follows:—Men, 14 and 3-4 cents per hour, and teams, per nine-hour day, $3. The harvesting of ice was successfully carried out and provided a good deal of employment. During the month the wharf at Richardson's elevator was extended some fifty feet. The shipyards and dry-docks were the scene of much activity. Davis and Sons are building a steam yacht and a tug. The steamer "Mississquoi" is also being widened. The Kingston Shipping Company, recently incorporated, is having built at Dumbarton, Scotland, a steamboat to be named the "Cataraqui." It will be a full-sized Welland Canal

bulk freight steamer, with triple expansion engines, cylinders 18 inches, 30 and 40 inches in diameter by 33 inches stroke, and length 256 feet.

At the regular annual meeting of the directors of the Kingston and Pembroke Railway Company the business for the past year was considered satisfactory, and it was decided to carry out further improvements. At the annual meeting of the Rideau Lakes Navigation Company a dividend of four per cent was declared.

During the month an interesting statement was printed in regard to the registration and revenue of Queen's University; during the session of 1876-77 there were 130 students registered at the university; 372 during session of 1886-87; in 1896-97, 564, and in 1906-07 there were 1,139 students registered.

As a result of the new pension system adopted by the Grand Trunk Railway Company, two Kingston men over sixty-five years of age will be retired.

On the 6th of February the rate of wages demanded by the Kingston Tailors Union was granted by all the shops involved, and the hands are returning to work, largely under former conditions. The strike was inaugurated last September, and cost the union about $7,000. There were no changes in the rates of wages or hours of labour, or strikes or lockouts during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Quietness was general largely on account of the snow blockade.

Fishing.—Inactivity was the rule.

Lumbering.—Quiet conditions prevailed.

Manufacturing.—Active conditions were general.

Other industries.—All other industries were quiet.

CONDITION OF PARTICULAR TRADES.

Building.—Dullness prevailed.

Metal, engineering and shipbuilding.—These trades showed increased activity in many lines.

Woodworking and furnishing.—Conditions were active.

Printing.—Printers and allied tradesmen were busy.

Clothing.—The trades were dull.

Food and tobacco preparation.—Bakers and butchers found trade quiet, but ice-handlers were active. Cigar-makers were also quiet.

Miscellaneous.—Barbers, clerks, hotel and laundry workers were somewhat quiet.

Transport.—Quietness was the rule in these trades, mainly owing to heavy snow blockades, etc.

Unskilled.—Employment was rather dull, but unskilled labour was in more demand than in the preceding month.

DISTRICT NOTES.

Picton.—Service on the Central Ontario Railway was badly crippled, and the night service at times cancelled. The stage mail service to the surrounding district was greatly impeded. The heavy falls of snow caused considerable damage to property.

Deseronto.—The Rathburn Company has a contract to supply 50 box cars for the Intercolonial Railway. The Angrove Foundry, Kingston, has the contract for supplying the castings. The total cars furnished by these companies to the Intercolonial Railway to date number 250.

Loughboro.—The Loughboro Mica Company, capitalized at $40,000 has been incorporated with offices at Toronto.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

February was very dull for nearly all classes of labour, especially unskilled. Owing to the heavy snow-fall, business was very dull. All roads leading to the city were blocked during the greater part of the month, preventing the farmers from marketing their produce and raising the price of the limited amount offered. A large number of men were

employed in removing the snow from the streets and roofs of buildings. Outside of snow-shovelling unskilled labour had little to do. For several days the trains that convey the workmen from this city to their employment at the cement works were discontinued. About 400 men are employed at the Lehigh Cement Company's works, and 300 at the Belleville and Toronto Company's plant. The rolling mills are still inoperative, this is causing hardship to the employees, most of whom are married men. Nearly all the other industries were running, but a few were on short time. The Grand Trunk Railway Company gave employment shovelling snow to large numbers of men. The Brass and Steel Goods Manufacturing Company had a busy month, also the Belleville Hardware Company and the foundries and woodworking establishments. The harvesting of the ice crop, which is an excellent one, gave employment to a large number. A large number of skilled workmen were still employed on the hotel "Quinte." It is understood that local capitalists will erect large lime kilns, in the spring at a cost of about $25,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay and straw remained scarce and sold at high prices.

Fishing.—Large quantities of rough fish were caught during February, particularly cat-fish.

Lumbering.—Snow impeded this industry, but conditions are likely to improve shortly.

Manufacturing.—Conditions were fairly active in nearly all branches.

Mining.—Activity prevailed.

CONDITION OF PARTICULAR TRADES.

Building.—Operations were practically at a standstill, though painters and decorators were employed in large numbers at the hotel "Quinte", and plumbers and gasfitters were active.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers were well employed. Boilermakers, blacksmiths, etc., had active employment, many being employed in the construction of the new gas-holder.

Woodworking and furnishing.—Nearly all branches reported an active month, as nearly all the furniture and furnishing for the hotel "Quinte" and Corby Library are being manufactured in the city. The car works at Deseronto were giving employment to a large number.

Printing.—Printers, pressmen and bookbinders were employed full time.

Clothing.—Journeymen tailors reported a fairly active month, but not as good as in the same month last year.

Food and tobacco preparation.—Bakers, butchers, meat cutters, ice-handlers and cigar makers were active.

Leather.—Harness makers were not busy.

Miscellaneous.—Barbers, delivery employees and furriers were busy. Hotel and theatre employees found employment active, also laundry workers.

Transport.—Railway crews had a quiet month owing to the heavy falls of snow. On some of the branch lines trains were discontinued for some days. Cabmen, carters and teamsters were busy.

Unskilled.—Inactivity prevailed.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of February in Peterborough and district has been notable for snow storms and the tying-up of traffic and business on the railways and country roads. This has been a favourable circumstance for the unemployed. The railway companies had to shovel out all lines leading from the city two or three times, and the same conditions applied to the public streets. Employment was otherwise very dull with many men of all classes idle, and likely to remain so until the opening of spring, when it is expected matters will again become normal. Several men are still

busy cutting stone at the armouries, and a few others are employed at the Collegiate Institute and Normal school. Other members of the building trade were quiet. During the latter part of the month transportation has been more brisk. Retail trade has been fair, considering the weather. Wages are practically unchanged and the labour market free of unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — The agricultural industry was quiet.

Fishing.—Quietness was the rule.

Lumbering.—In the several camps activity prevailed.

Manufacturing.—In most of the industries work was fairly active, but orders were not plentiful.

Mining.—Conditions were dull.

Railroad construction and employment.—Snow shovelling gave a lot of extra employment.

Other industries.—The Peterborough Hamilton Agricultural Company was very active getting out agricultural implements for the coming season. The J. J. Turner & Sons were also very active. The several canoe shops were active.

CONDITION OF PARTICULAR TRADES.

Building.—Dullness was general.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers were active in some shops. Linemen were active during the later part of the month, and electrical workers when weather permitted outdoor work. Jewellers also were active. Sheet metal workers had active employment in some shops, and the rest of the trades found conditions somewhat dull.

Woodworking.—Woodworkers, upholsterers, car builders and coopers were dull. Varnishers, polishers and pattern makers were active the latter at the Canadian General Electrical plant.

Printing.—The trade has been fairly well employed although the month has been dull from a business standpoint.

Clothing.—Journeymen tailors, garment workers, and hat makers had good employment, and boot and shoe workers were active.

Food and tobacco preparation.—Activity was the rule.

Leather.—Activity prevailed in the saddlery and collar making branches, but was somewhat quiet in the harness branch.

Miscellaneous.—Clerks and stenographers were somewhat quiet, with other trades active.

Transport.—Railroaders were active removing snow and keeping lines open. Steamboatmen and ship workers were quiet, cabmen, carters and expressmen dull, and street railwaymen active.

Unskilled.—Inactivity was the rule.

DISTRICT NOTES.

During the past month the many snow storms made the roads almost impassable, and a great deal of time was spent by the farmers in keeping them open. Only one good market was held during the month, when considerable hay, wood, straw and beef was offered. Business in general throughout the district was very dull. In some parts considerable woodcutting is being done,

Campbellford.—A new industry has been secured, viz., a rolling mill. The Company was given 5 acres of land, exemption from taxes, 1000 h-p at $10 per h-p., and an additional 500 h-p at $12 per h-p, for 10 years. The Company agrees to build and equip a plant to cost $60,000 to manufacture sheet and bar steel, employing 100 hands for at least 11 months of each year, to be in operation on or before January 1, 1909.

Oshawa.—There were about 300 unemployed, and the authorities have already spent in the way of relief about $1,000. The municipality is providing all the civic work possible.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no substantial improvement in conditions during February,

large numbers of workers in all lines of industry being without employment and many of them dependent upon charity. The building trade is duller than usual at this season, the number of new permits issued being small as compared with recent years. The restriction of output in connection with manufacturing continues. Every effort has been put forth by the regular charitable associations and others for the relief of destitution, this has averted the worst consequences of the scarcity of employment.

The Associated Charities on the 26th, submitted a proposition to the Board of Control to the effect that the Associated Charities and the City Relief Office be amalgamated in one central organization with an office at the City Hall, the City Relief Officer and his assistant to perform the duties at present carried on by them, and the secretary of the Associated Charities to look after the branch of the work at present carried on by that organization; and that all organizations receiving municipal grants for out-door relief shall submit lists of persons aided for the prevention of overlapping and as a guide to other organizations. The plan is under consideration by the Board of Control.

On the 17th, 500 men registered at the Civic Labour Bureau, marched to the City Hall and complained that they could not get work. Out of 700 looking for work that day only 20 were employed. It was stated that the city was employing about 400 men. It developed that the $5,000 voted to the City Engineer's department for supplying work had not been expended on employing applicants at the Labour Bureau, but had provided work for men on the regular staff.

The subscriptions raised by the Globe for a relief fund in aid of the destitute in the suburbs amounted to upwards of $18,000, which is considered sufficient for the needs of this class until the opening of spring.

The report of Joseph Thompson, Civic Commissioner of Industries for 1907, stated that 2117 letters were received asking for information as to industrial conditions in Toronto. The sum of $986,000 was spent during the year on new factories and $238,000, on factory additions. The monetary conditions had kept a number of industries from locating in Toronto, but it was hoped that this was only temporary.

Building permits were taken out in January representing an approximate value of $474,453, as against $782,166 for January, 1907.

Receipts of the Toronto Railway Co., for January were $271,772, as compared with $259,459 for January, 1907.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have had little to do beyond the care of stock and marketing produce. Preparations were being made for spring work. A good many farmers intend to sow alfalfa, the cultivation of which has been much discussed. There have been a number of enquiries for farm labourers, but comparatively few of the unemployed in Toronto are suited for farm work.

Manufacturing.—This industry was generally quiet, the output being as a rule regulated by the orders, which so far have been considerably smaller in volume than usual. The American Abell Engine & Tresher Co., which usually employs about 550 men, has laid off all but 50 and will do little manufacturing this season, the reason assigned being the quantity of stock remaining unsold in the West.

The Sanitol Chemical Laboratory Co., of St. Louis, Missouri, have leased a factory building and will shortly open a large branch establishment.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were generally slack, there being a good deal less work than usual at this season. Plumbers were active on repair work. The stonemasons and bricklayers have ratified an agreement with the employers to continue the present rate of wages, 50c, for an 8 hour day, until May 1st, 1911. the unions engaging not to enter into any sympathetic strike in case of trouble with other classes of employees. The

Plumbers Union were negotiating with the employers with a view of terminating the strike.

Metal, engineering and shipbuilding.—Machinists, iron moulders, blacksmiths, boiler-makers, sheet metal workers and structural steel workers found trade dull and a good many were out of work. Brass workers were generally well employed. Silversmiths and jewellers were quiet.

Woodworking. — Conditions were generally quiet. Piano makers reported a slight improvement over last month, but a large percentage idle.

Printing.—Printers and bookbinders had a quiet month with a number out of work.

Clothing.—Garment workers were more actively employed than last month, working on spring deliveries. Custom tailors found work slack. Boot and shoe workers were quiet.

Food and tobacco preparation.—These trades as a rule had steady work. Ice-cutters were busy.

Leather.—Conditions were similar to those in January with many out of employment.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers had a fair month, clerks, salesmen, delivery men, stenographers, etc., were slack, and many in these lines were seeking work.

Transport.—Those engaged in railway work had a fair month, with much extra help temporarily given work on account of heavy snowfall. Street railway men were active.

Unskilled labour.—There was a large number of unemployed though many have left the city and found work elsewhere.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in February showed but little change from January. The number of idle men was about the same, some lines of employment being duller and others slightly more active. There were still many idle men in every trade and few opportunities of employment. Freight traffic was good. Retail trade was dull and wholesale trade was consequently affected. A few changes were made in the salaries of civic employees, to date from the beginning of the year. Work was commenced on the second factory building for the Sanitary Can Co.

RE UNEMPLOYED.

In general the condition of the unemployed was rather better than in January. Snowshovelling and ice-packing made work for a considerable number and there were more men working in factories. Municipal relief work has been heavier than for several years past, but aside from employing the poor in shovelling snow on the streets, no general relief measures have been needed or undertaken.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Manufacturing concerns showed slightly increased activity over January. A silverware factory which had been running short hours, resumed full time, The neckwear factory was busy The Carriage Mountings Co., advertised for apprentices. The Electrical Development reduced the number of its employees on February 1st.

Railroad construction and employment.—Railway employment was steady. Extra labourers were engaged in shovelling snow and packing ice.

CONDITION OF PARTICULAR TRADES.

Building.—A few carpenters, bricklayers and plumbers were working, but there were a great many idle men in every trade.

Metal.—Foundry work was dull for a time, but machine shop men were well employed. Linemen were quiet and electrical workers very quiet.

Printing.—Printers were quiet.

Food and tobacco preparation.—Ice-cutters and packers were very active for a few weeks, but the season's work was completed before the end of the month. A hundred and fifty men were employed for two weeks in packing ice for the Michigan Central railway.

Miscellaneous.—Hotel and restaurant employees were quiet.

Transport.—Railway men were all steadily employed. Yard and track men were busy. Teamsters were active.

Unskilled labour.—There was very little employment.

DISTRICT NOTES.

Dunnville.—By-laws to fix assessments on a knitting mill and an ice company's property were approved by the electors.

Port Colborne.—Fifty men were thrown out of employment when the brass works shut down. The large new cement plant was being rushed to completion and will be in operation in March.

Welland.—The shipyard and engine works were very busy. A steel hull was launched and others were being built. Many orders for hoisting engines and machinery were on hand. Tenders were invited for building a hospital. The public school is to be enlarged.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

February was a quiet month for labour, the heavy snow fall having impeded travel. The railways have experienced great difficulty in keeping their lines open and have given employment to large gangs of men to clear the tracks. Snow also made it difficult for farmers to get into the city, and as a result prices of all kinds of farm produce were high. There was very little change in the condition of employment in the building trades, not more than fifty per cent being employed. The factories with a few exceptions, reduced their staffs, giving as a reason for doing so shortage of orders and over stockage. The problem of looking after the needy and those out of employment was solved by the appointment of a central relief committee, which has given employment to all who were in pressing need. In all, 90 were given employment by this committee in clearing away snow from ditches and the side of the roads. The churches, labour organizations, and charitable bodies have helped the relief committee materially with contributions. Mr Prince Woodruff established a soup kitchen in the west end of the city, and the Salvation Army by the establishment of another in the east end were able to serve meals to about 200 people daily. The Salvation Army and the different churches also distributed clothing, fuel, etc. The distress was not considered alarming or beyond control. The City Council has entered into contract with the Falls Power Company for lighting the city, arc lamps will now cost the city $39.50 per lamp per year. Business was quiet.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Under the auspices of the Farmers' Institute a series of lectures are being delivered throughout the district, demonstrating the proper methods of planting fruit trees and harvesting fruits and other crops. The amalgamation of the various fruit growers associations into the Niagara Peninsula Fruit Growers Association is assured.

Railway construction.—An electric railway, to be known as the Dunville, Wellingport and Beamsville Electric Railway will be built.

Other industries.—The Independent Canners' Association has been formed in Toronto. The Independent Telephone Company, which commenced business in the Niagara district a little over a year ago, has proved a success. At the annual meeting of the Niagara District Company, statements were submitted showing receipts $10,914.13, as against $5,981.89 liabilities. The company's plant after ten months is worth $9,000; the subscribers number 200.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were quiet with prospects somewhat brighter. A local firm has secured the contract for the erection of 30 new houses to be built during the coming season.

Metal and engineering.—All branches were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, polishers, woodcarvers, carriage and wagon makers were active.

Printing.—Activity prevailed.

Clothing.—Journeymen tailors, boot and shoe makers found conditions dull.

Food and tobacco preparation.—Activity was the rule .

Leather.—Tanners and curriers, and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, furriers, hotel and restaurant employees, and laundry workers had active employment.

Transport.—All branches of transportation were active.

Unskilled.—This class was better employed for February than for the preceding month, ice cutting, snow shovelling from streets and railways funishing the bulk of employment.

DISTRICT NOTES.

Port Dalhousie.—The Niagara, St. Catharines and Toronto Navigation Company has gangs of men at work on the steamers "Garden City" and "Lake Side" overhauling and fitting them out for the coming season.

Vineland.—Arrangements are being made to establish a canning factory at Vineland; some of the machinery is already installed.

Thorold.—The new power-house at the junction of main line of Niagara, St. Catharines and Toronto Railway and the Welland division is now in operation, with equipment from the factory of the Canadian General Electric Company, Peterborough.

Merritton.—The Lincoln Paper Mills Company has again granted a bonus of 6 per cent to its employees. Some 50 hands benefited by the bonus.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during February was not well employed. Of the large number of unemployed men in the city about 200 were sent away by a local contractor to work on the G. T. Pacific. Wholesale and retail trade was fair and there were no changes in hours or rates of wages, although the foundrymen and the moulders have been negotiating for some time on the question, the employers desiring to reduce wages.

The incorporation of the Young & Winfield Company, limited, with a capital of $40,000 was announced in the Ontario Gazette. A charter has also been granted the Oneida Lime Co., Hamilton, capital $20,000. A new company for the manufacture of duplicating writing presses has been organized by a number of Hamilton business men with headquarters in this city. The incorporation of the Hamilton Brewing company is announced It is capitalized at $250,000, with head office at Hamilton.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Conditions were only fair during the month.

Railway construction.—A few men were employed on the electric roads in the western part of thecity.

CONDITION OF PARTICULAR TRADES.

Building.—Work in the building trades has been very slack.

Metal.—Moulders, iron workers and machinists were slack. Electrical workers. Metal polishers, boilermakers and sheet metal workers were fairly active. Horseshoers were also active.

Woodworking.—Woodworkers and carriage and wagon makers were fairly active, but pattern makers were slack.

Printing.—Printers were active. Pressmen and bookbinders were fairly well employed.

Clothing.—Journeymen tailors and garment makers were slack. Boot and shoe workers were active.

Food and tobacco preparation.—Bakers and butchers were active, with ice-cutters busy. Cigarmakers were fairly active.

Miscellaneous.—Barbers were active and broom makers busy.

Transport.—Railway employees were active. Longshoremen were slack. Street railway employees were active. Teamsters, cabmen, carters, expressmen were also active.

Unskilled labour was slack.

DISTRICT NOTES.

Dundas. — Industries were working with partial staffs. Work in the machine-shops and the clothing factory was only fair. There were many idle men. The town stone quarries were opened to give work to residents.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market has not changed greatly since last month. February did not compare favourably with the corresponding month last year. The factories on the whole show no improvement over last month, though two were busier than during the same month last year. Merchants had a fair month. The pressure of the money stringency and the large accounts that are being carried for those out of work is complicating the situation. An increase in wages was granted to the members of the police force averaging 15c. per day. The new scale is:—

First year men	$1.70	per day
Second year men	1.80	"
Third year men	1.90	"
Fourth and Fifth year men	2.00	"
Fifth year class A	2.15	"
Sergeants	2.50	"

The Chief received an increase from $1,400 to $1,550 per year. These increases take effect March 1st, 14 men being affected.

RE UNEMPLOYMENT.

There are about 500 unemployed in the city at present. About 700 have made application to the city engineer for work. Many of these, however, are working part of the time cutting wood, ice, etc., but fully 500 are out of work. Three shifts of 40 men each have been engaged for one week at a time, by the city on sewer construction, but it will be some time before those applying last can be given work. A few are breaking stones in the city yards. The Young Women's Christian Association supply each day, soup for those who call. An average of 30 have called during the past two weeks. It is not now expected that conditions will be better before work outside can be commenced, when from current reports there will be plenty of work. The city relief officer spent more money during February than for any previous month in the history of the city.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Two factories employing about 1,600 men were busier than during the corresponding month of last year. Some were very slack, running on short time and with reduced forces.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, lathers and plasterers found trade very dull. Carpenters and joiners, painters and decorators were quiet. Plumbers, gas and steamfitters were active.

Metal, engineering and shipbuilding.—Iron moulders, blacksmiths and coremakers in several shops were busy; in others they were quiet. Machinists and engineers were active. Electrical workers and linemen were quiet; metal polishers, buffers and platers, stove mounters boilermakers and sheet metal workers were active. Horseshoers were busy.

Woodworking and furnishing.—Carriage and wagon makers were not very

busy. Patternmakers were active. Coopers found trade dull.

Printing. — The allied trades were busy.

Clothing.—Journeymen tailors and tailoresses were active.

Food and tobacco preparation.—Bakers and confectioners were busy. Cigarmakers and tobacco workers were active in one shop and quiet in others.

Leather.—Leather workers and saddlers were active.

Miscellaneous.—Barbers, clerks and delivery employees were fully employed, as usual. Hotel and restaurant employees and laundry workers were busy.

Transport.—Railroad trackmen and freight handlers were active. Street railway employees, teamsters and draymen were busy. Expressmen found employment dull. Cab drivers and hackmen were active.

Unskilled labour.—There were about 400 unskilled labourers unemployed.

DISTRICT NOTES.

Paris.—Conditions were about the same as last month. The mills were running steadily and competent female operatives could find lucrative employment. Activity in the building trades is expected this season. Buildings are being fitted up for a new piano and organ factory; about 35 men will be employed.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions generally showed a slight improvement over January, but were far from active, there being a noticeable number of men out of work and a larger number working short time. While few new men are being taken on in any of the large shops conditions have improved in nearly all lines. Only a small amount of repair work was done in the building trades, but prospects for the coming season have improved. Retail trade was dull, badly blocked roads being one of the causes. Two new factory propositions were under consideration by a committee of the City Council, one to erect a flax mill to employ 20 to 30 hands and the other a jewelry factory to employ 50 hands. No settlement has yet been reached in the upholsterers strike. Piano plate moulders working piece work in one shop reported a cut in piece prices.

During the month heavy snowstorms badly blocked railway traffic in this section and gave considerable employment to labourers shovelling snow.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades had a quiet month, the only works of any extent under way being steamfitting and other work on the new armouries and the alterations to the City Hall. Prospects for the summer are a little brighter than they were last month.

Metal.—Iron moulders, machinists and machinist's helpers had a quiet month, with short time in some shops and reduced staffs in others. Tube mill workers lost two weeks while stock-taking and repairs were under way.

Woodworking.—Woodworkers had a very dull month. Piano and organ workers worked about half time. Upholsterers have been on strike. Carriage workers were quiet.

Printing.—Printers were active.

Clothing.—Journeymen tailors and garment workers had a quiet month.

Food and tobacco preparation.—Bakers and confectioners were active as were cigar makers.

Textile.—Tapestry and ingrain carpet weavers had a busy month.

Unskilled labour.—Unskilled labour was in little demand, the only out-door work being ice harvesting and snow shovelling.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during January was quiet, and

though somewhat more active than in the preceding month, did not compare favourably with the corresponding month of last year. Shoveling snow, particularly on the railways, provided employment for a large number of labourers. Several industries were embarrassed for a few days by a shortage of fuel, which had been delayed by the snow blockades on the railways. The factory of the Berlin Steel Go-Cart Company was completed and is in operation and the Felt Company expects to have its plant in operation shortly. The Kaufman Rubber Company will erect its factory by day labour; the building is to be four stories high, 60 by 200 feet, and will cost about $65,000. The employees of the S. Brusbakes and J. Kaufman had their wages reduced, the former 10% and the latter 15c per day. The employees of the P. Giess foundry also had their wages reduced 10 per cent. The employees of the firm of Leppert & Company had their wages reduced, but the firm later reintroduced the old scale.

RE UNEMPLOYMENT.

Ex Mayor A. Bricker, who has charge of the relief committee rooms, reports that they have had 56 families in need of help. Of this number six have got employment, and there are 10 single men who are being cared for. All cases are promptly investigated and their needs cared for. The commitee have abundance of clothing for men, women and children and bedding and fuel and food are being provided for them all.

There are about nine hundred unemployed workmen in Berlin, an unusually large number compared with former years. This condition is mainly attributable to the money stringency and the hesitation of the various industries to recommence operations, or run their establishment to full capacity. The majority of trades ceased their usual activity at least two months earlier than usual. A number of farm labourers, who came to the city too late to make proper provisions for the winter, have been assisted by the authorities. A Citizen's Relief Committee has been organized. The society has already received a total of $596.00 from the municipal council, beside many gifts in the way of barrels of flour, baskets of biscuits, wood, coal, clothing and bedding. It was reported that about forty families were in want.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy hauling wood to market. The price was $7.00 per cord, and for hay $16 to $18 per ton.

Lumbering.—Was somewhat quiet.

Manufacturing.—With a few exceptions manufacturing establishments experienced a quiet month.

Railroad construction and employment.—The railway companies were busy keeping lines open.

CONDITION OF PARTICULAR TRADES.

Building.—Quiet conditions were the rule. Plumbers, gas and steamfitters reported favourable conditions of employment.

Metal, engineering and shipbuilding.—Electrical workers, linemen and steam engineers, blacksmiths and horseshoers were active, and others employed in the metal trades found conditions quiet.

Woodworking and furnishing. — Conditions were more or less quiet.

Printing.—Printers, pressmen and bookbinders reported a busy month.

Clothing.—Journeymen tailors and garment workers reported a quiet trade, with boot and shoe workers active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat-cutters reported a good month, and cigar-makers and tobacco workers an active one.

Leather.—Quiet conditions prevailed.

Miscellaneous.—Barbers, clerks, delivery employees and laundry workers were busy.

Transport.—Street railway employees and cabmen were busy.

Unskilled.—There was a large number out of employment.

WOODSTOCK., ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

February showed an improvement over the preceding month in many fields of labour, though conditions were not by any means active as yet. Manufacturers were doing their best to keep as many men employed as possible, but it was apparently impossible to put on full staffs full time. No new factories or buildings of any description were started. The Knitting factory and Braid and Edging employees were busy during the month.

Express and freight handlers reported a heavy shrinkage in the volume of business as compared with the corresponding month a year ago. Retail trade was hampered, partly by the impassable condition of the roads, but largely owing to the shortage of cash among the wage-earners resulting from enforced lay-offs and short hours. It was reported that in some of the factories schedules had been cut down for those doing contract work.

The heavy snows made work for many unemployed men. The radial railway as well as the steam roads made every effort to keep their lines open. The north and south railroad lines were blocked for about three days but the east and west lines were kept open, though trains were running very late. Passenger traffic showed a decided falling off.

The local agent for the placing of farm hands and domestics in the district reported an active demand already for help during the coming year.

RE UNEMPLOYMENT.

Beginning in November, 1907, there was a general inclination among manufacturers to reduce their staffs. The causes which led to this action were the cancelling of orders on western shipments, together with the difficulty experienced in getting finances to carry on establishments. This district is largely devoted to woodworking, and every manufactory was more or less affected. It has been estimated that in all the trades about 500 men were thrown out of employment for certain periods. The municipality tried to alleviate the condition as much as possible by starting road-work, and succeeded in giving a number of men employment for a time.

It will take some time to get back to normal conditions. No extreme cases of hardship have been reported, but the demands upon the charity committee of the City Council have been the greatest in its history.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were idle during the winter months, the cold weather making their work impossible. Carpenters having indoor work were not very numerous. The sawmills were busy. Painters and decorators had some orders which kept them busy but the activity was largely confined to the getting out of estimates. Plumbers were quiet. One firm completed the work at the new offices of the Ingersoll Packing Company.

Metal.—Moulders were practically idle the whole month. Those in Ingersoll at the Nixon works were working short time. Wire fence workers were busy getting ready for spring deliveries. A new loom was being installed in the Standard Wire Fence Co's Works. Horseshoers reported a quiet month. Jewelers reported the manufacturing end as being fair, but the retail trade was not active.

Woodworking.—Woodworkers noticed an improvement. The staffs generally were being added to but nothing near the normal number of men were employed. In the furniture trade about two-thirds of the usual staff was working by the end of the month. Wagon makers were being taken on again but not in large numbers. Orders for furniture showed an improvement over the preceding month. Piano and organ makers were working short time and found no difficulty in getting out all orders. Church organ makers while

steadily employed, were not as busy as for the preceding month.

Printing.—Printers were busy, particularly towards the end of the month.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during February was more active than in the previous month. Trade was not equal to that of the corresponding month of last year, but the factories have bright prospects for the spring. Snow shovelling gave work to a large number of the unemployed. Extra men were engaged in the Grand Trunk yards shovelling snow. The country roads were in an almost impassable condition for heavy loads, the greater part of the month. This affected trade adversely, though wholesale and retail merchants report business satisfactory.

The customs returns for the month of January, 1908, totalled $17,715.47, showing an increase of $8,508.63 over the corresponding month of 1907. No change in the rate of wages or hours of labour was reported and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Market prices were as follows:—

Butter, 28 to 30cts per lb.
Eggs, 28 to 30cts per doz.
Apples, 50c. to $1 per bag.
Potatoes, 90c. to $1 per bag.
Turkeys, 14 to 15cts per lb.
Chickens, 35 to 40cts each.
Barley, 80 cents per bush.
Peas, 70 to 80 cents per bush.
Oats, 48cts per bush.

Manufacturing.—None of the factories were busy and a few were very slack with working staff reduced.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were quiet.

Metal.—These trades were dull with the exception of blacksmiths and boilermakers.

Woodworking and furnishing.—Woodworkers were dull, but coopers were fairly busy.

Printing.—Printers and pressmen reported business active.

Clothing.—Journeymen tailors were fairly active; garment workers were dull.

Food and tobacco preparation.—Bakers, butchers and cigar-makers were busy. A number of men and teams were engaged in cutting and storing ice.

Miscellaneous.—Barbers, clerks and delivery employees were busy. Hotel, restaurant and laundry workers were active.

Transport.—Railway employees were active, though suffering inconvenience from the snow blockade. Cab drivers, draymen and teamsters were busy.

Unskilled.—There was a large number out of employment.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions have not improved during February, and local factories continued to run short hours or with curtailed staffs. There were four failures of firms, viz: The Canada Fire Engine Co.; The Wagoner Ladder Co.; The Pandora Cap Company, and the Amalgamated Oil Company. In each case the business will be wound up. The sum of $800 was spent by the city to give work to some of the unemployed. Teams and men were employed hauling snow from the streets on which street cars run. It was decided by the city that teamsters should receive $3.50 per day and labourers $1.25; but the teamsters refused to work unless given their usual wage of $4.00 a day, the labourers receiving $1.50. A number of labourers were also employed by the city breaking stone for use on the city streets; others were sawing wood in the city wood yards, through an arrange-

ment by the Charities' Aid Society. In the early part of the month the heavy snow storms completely blocked some of the railways in this districts and a lot of extra work was made to clear the tracks. The outlook for the coming summer is not as bright as for the past few years. The ice men have stored a good harvest. The Real Estate Owners Association, at a recent meeting, decided on an increase of from 10% to 15% in rents.

The annual meeting of the London Street R'y. Co., showed a million more passengers carried in 1907 than in 1906.

CONDITION OF PARTICULAR TRADES.

Building.—Workers at these trades, with few exceptions, were idle.

Metal, engineering and shipbuilding.—Iron moulders were slack, nearly all working short time. The Rolling Mills have resumed operations, giving the iron workers employment. The Bolt and Hinge Works have also started again with a reduced force. Machinists and electrical workers were slack. Metal polishers, brass workers, stove mounters and boiler-makers were working short time.

Woodworking and furnishing.—Carriage and wagon workers reported conditions dull. Car builders continued to work with a reduced force. Coopers reported trade slack.

Printing.—Printers and pressmen were all working, and trade was good.

Clothing.—Journeymen tailors reported trade fair. Garment workers were slack. Boot and shoe workers were busy.

Food and tobacco preparation.—The Toasted Corn Flake Factory has resumed operations with a reduced force. The two biscuit and candy factories continued to work short time. Cigarmakers were not busy.

Leather.—Tanners and curriers were busy.

Transport.—The railroads have had a hard month, and everyone was busy owing to extra work on snow plows and double headers. Teamsters were slack.

Unskilled labour.—This class, especially the new comers, has suffered considerably through inability to procure work, there having been a large number idle all winter.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was quiet during February, showing little change from the preceding month. There was very little work in the building trades, more men being idle than has been known for some time. On account of the severe storms many labourers were employed shovelling snow on the steam and electric railways. Transportation on the railways was active and the men employed in the traffic departments were compelled to work overtime. Many of the merchants complained that the month has been exceptionally quiet. Undoubtedly the reduction in hours in the Michigan Central Shops had much to do with the quietness which prevailed in business circles. Although there have been a number out of work, very few cases of distress have been reported.

A reduction of twenty-three men was made in the Michigan Central Shops during the month. In the Pere Marquette Shops there was more activity than has been evident since the establishment of the shops in St. Thomas. About forty additional men were added to the force during the past month. This increase in force was made on account of the new arrangement whereby the repair work for the Wabash railway is being done in the Pere Marquette Shops. It is expected that a still larger force will be employed at a later date and that there will be more overtime made than during February. The fact that the Pere Marquette Company found it necessary to increase its force, counteracted the reduction made in the Michigan Central Shops, giving the men who were laid off, an opportunity of finding work in this city.

While a number of local industries have not been as busy as during the preceding month, they report spring orders coming in rapidly, and expect that factories will soon be working about full time.

There is a scarcity of houses renting at from eight to ten dollars per month. Mechanics find it hard to meet the high rate of living and as a result there is a constant demand for suitable houses at a lower rent rate.

A communication was received from the Hon. the Postmaster-General, stating that steps would be taken towards the establishment of Free Postal delivery in St. Thomas. As a result the Council will arrange at an early date to have the streets properly named and numbered so that the service can be inaugurated with as little delay as possible.

It has been announced that the Southwestern Traction Company will extend its line as far east as Aylmer as soon as weather conditions will permit. Passenger traffic between London and Port Stanley has continued good during the winter months.

A very good showing was made by the Light, Heat and Power Department in the last report submitted to the Council. It has been announced that a surplus of $16,000 will be turned into the City Treasury. This surplus is taken after payment on debenture debt and taxes is made and after all expenses and liabilities are met.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was quiet in this district. The markets were well attended by buyers and sellers.

CONDITION OF PARTICULAR TRADES.

Building.—Quietness prevailed.

Metal.—Iron moulders, iron workers, machinists and blacksmiths reported a steady month.

Woodworking and furnishing.—The different branches were not actively employed.

Printing.—Printers had a quiet month.

Clothing.—Journeymen tailors were quiet.

Transportation.—Railway employees in the traffic departments were very busy during the month of February, many of the men making as high as thirty-five days with overtime.

Unskilled labour.—Quietness prevailed.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has been exceedingly quiet. With exception of the harvesting of the ice crop and the few employed on the Electric Ry. there has been practically no employment. The Associated Charities have been called upon to assist in relieving the distress of several.

The outlook for the building trades for the coming season is not very encouraging. During January and February no requests were made for building permits. In many cases the skilled mechanics have had their wages cut 10%, while the costs of building material in every branch remains as in 1907, and the probabilities are that only a limited amount of building will be done the coming season. With one or two exceptions the factories are still on short time, and one by one are gradually adopting the 10% cut in wages. On Feb. 15, the Wolverine Brass Works commenced operations employing a large number of men. As this is a new industry, the probabilities are that the men will receive steady employment at 10 hours a day for some time. If satisfactory arrangements can be made with the city for railroad facilities the city will soon have a box factory that will employ 50 or 60 men and boys.

CONDITIONS OF PARTICULAR TRADES.

Building.—The different trades were very quiet during the month the only work being repairs and a few buildings

being finished. Plumbers were very busy mostly on repair work.

Metal.—Horseshoers were very busy all month.

Woodworking.—These trades were fairly well employed, mostly on stock.

Printing.—Printers reported trade good in the jobbing department.

Clothing.—Journeymen tailors were slack.

Food and tobacco preparation.—Bakers reported trade fair.

Miscellaneous.—Barbers were quiet.

Transport.—Freight handlers reported dullness.

Unskilled labour.—There was no demand.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of labour during February was slightly in excess of the demand. Banks reported a stringency in money. Merchants reported trade quiet.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The lumber camps began breaking up at the end of the month, and it was stated that the saw mill would open in the beginning of March. The season's cut has been sold ahead. The veneer mill and the pulp mill were running steadily.

Manufacturing.—The Northern Foundry & Machine Company started operations during February. They will engage in a general foundry and machine shop business. The steel plant commenced full operations on January 31, after two weeks close down for necessary repairs. The iron works including foundry, machine shops, blacksmith shop, etc., were dull. The Canadian Logging Tool Company reported prospects as bright, orders coming in plentifully. This concern has been operating less than a year and expects to enlarge its plant shortly.

CONDITION OF PARTICULAR INDUSTRIES.

In the *printing, miscellaneous* and *transport* trades normal conditions were reported.

Clothing.—Business was quiet with journeymen tailors.

Food and tobacco preparation.—Cigar makers and tobacco workers were fairly well employed. Ice cutters and drivers were busy, but bakers and confectioners were quiet.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions have undergone no material change since last month. Outdoor work generally is hard to procure except in the woods and upon railroad construction. In the city there appear to be a lot of men who desire employment but who will not accept offers to go to the country to work for farmers or into the woods to work for contractors. General trade is dull and the factories are not working to full capacity. Staffs are lower than they were a year ago and they will be kept as low as possible until circumstances appear to be favourable for a statisfactory crop. Bank clearings in the early part of the year showed an advance over the corresponding period of last year but towards the close of February they showed a decline. Collections were reported as only fair but loan companies say that interest charges are being well met. The banks also reported that collections are quite as good as they expected.

An association of the various charitable organizations has been formed with a view to diminishing the amount of indiscriminate charity practised in the city. This association is composed of representatives from existing organizations. It has been decided to establish a bureau of information to investigate thoroughly every application for help and every reported case of necessity

and preserve in systematic and accessible form, for charitable organizations, benevolent persons and the agencies of civic relief, full information regarding those applying for or receiving assistance. In addition, a bureau of information will be established to provide the needy without cost, information regarding employment, means of self-help, and sources of relief. This bureau of information will co-operate with civic relief works at present existing, or in future to be established.

The newly formed society also contemplates the appointment of a relief superintendent, with office at the City Hall, and whose salary and necessary expenses shall be provided by the city. Such officer is to be appointed by the Mayor on the recommendation of the executive committee of the Associated Charities which shall also define his duties. Already active steps have been taken to procure a suitable person to fill this office.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—As many men as usual are being employed in the woods taking out ties and cutting fire wood. In the early part of the season operations were handicapped somewhat by the lack of snow but some light falls have improved conditions.

Railroad construction. — Experienced men have no difficulty in getting work on the rock cuts that are being made for the C. P. R. double track between Winnipeg and Lake Superior. The Grand Trunk Pacific is also employing large numbers of men. For the spring the outlook appears to be bright. Preparations are being made for extensive grading of new lines and a large number of men will probably be required upon the mountain sections of both the Canadian Northern and the Grand Trunk Pacific lines.

CONDITION OF PARTICULAR TRADES.

Building. — Practically all building operations are suspended at this season of the year and the prospect for normal activity at the present time is not very bright. In the outlying sections of the city there are several houses that have not had tenants for some time. Until the increase in population overtakes the supply of dwellings it is not probable that building operations will be as active as for the last year or two. One or two large buildings are in prospect, notably an expensive new bank building and a union depot. It seems certain that these will be proceeded with as soon as the weather will permit.

Metal and engineering—In the engineering trades the outlook is not by any means bright. Orders are not very numerous and difficulty is being experienced in keeping the present small staffs in full employment. Prospects may improve however as the spring opens out.

Woodworking. — Woodworkers find that the demand for their product has declined in sympathy with the diminished building activity.

Printing and allied.—Dullness prevails, and there is little hope of any material improvement for some time.

Clothing.—Conditions have been very depressed. February is usually a busy month but travellers are not getting the orders this year that they were able to place at the factories last year. The result is that the number of hands employed is less than usual and in one or two cases there has been a slight cut in wages.

Food and tobacco preparation.—In the food and tobacco preparation industries there is a normal activity, although the demand for the products both as to tobacco and bread seems to be less than usual for the time of the year.

Leather.—Dullness prevails. Usually there are about 175 hands employed in the factories but at the present time there is not more than fifty. Towards the end of the month conditions improved somewhat.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was practically the same as last

month, although prospects for the coming season have brightened considerably. On the railways the conditions were also the same, as the continued fine weather and the absence of snow blockades has permitted the employment of large numbers of extra men. About 15 to 20 men have been employed removing the old bridge preparatory to the erection of a new one, the construction of which will provide employment for a number of workmen. During the latter part of January business conditions were somewhat quiet, and a considerable number of men were out of employment, but there was a marked improvement in business in February.

The following list of new buildings to be erected in the spring will give an idea of the prospects for those engaged in the building trades: Court house, $80,000; drill hall, $50,000; C. P. R. Co's., depot extensions, $25,000; St. Michael's convent, $30,000; bridge, $60,000; Canadian Northern Railway Company's depot and yard, $60,000. Local real estate dealers reported a fairly brisk movement in farm lands in the Brandon district, and an increased demand for city lots.

The following return with regard to trade and industry in Brandon was compiled by the Board of Trade, based upon statistics furnished by local merchants:—

Total value of goods manufactured	$2,088,000
Wholesale and jobbing	2,882,000
Dry goods, clothing, furnishing, retail	890,000
Groceries, retail	590,000
Hardware	385,000
Books and stationery	75,000
Drugs and druggists' sundries	117,000
Furniture	148,000
Lumber	227,000
Harness and saddlery	35,000
*Implements and machinery	245,000
Total business of all kinds	$ 7,741,000

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Arrangements for the distribution of seed grain to the western farmers were nearly completed. Copies of the prize list of the Winter Fair to be held in Brandon on March 10 to 13, were being distributed. Some of the foremost lecturers in the East, and some professors from United States colleges will give lectures on the live stock industry. Exhibits have been already promised from points in Alberta and Saskatchewan, in addition to a large number of feeders of Manitoba. The railway companies have agreed to a single rate for Manitoba and Saskatchewan. The Brandon Winter Fair immediately precedes that at Regina, stockmen are thus enabled to exhibit at both fairs without returning home.

Manufacturing.—Flour millers are making extensive alterations and repairs to plants.

Railroad construction and employment.—There is no railroad construction being carried on at present, and consequently not much employment.

CONDITION OF PARTICULAR TRADES.

Building.—Inactivity prevailed.

Metal.—All found employment quiet, with the exception of machinists and boilermakers, who were active.

Woodworking and furnishing.—Quietness prevailed.

Printing.—Printers and pressmen found employment active.

Clothing.—Conditions were somewhat dull, but will improve as spring approaches.

Food and tobacco preparation.—No special activity was evidenced.

Leather.—Conditions were quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and laundry workers were active.

Transport.—Freight traffic was somewhat light, but passenger traffic was fairly heavy.

Unskilled.—A number were unemployed, although many found employment in removing the bridge on First street.

DISTRICT NOTES.

There are prospects that an abundant supply of natural gas will soon be secured from the Riding Mountain district. A flow has been struck 150 feet down, 18 miles north of Neepawa.

*Number of carloads of implements and machinery transferred, 260.

Rapid City.—Petroleum gum has been discovered within 8 miles of Rapid City. The Harding flour mill, which has been closed, is about to be opened up again by a joint-stock company, formed among local merchants and farmers.

MOOSEJAW, SASK., AND DISTRICT.

Mr. Jas. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During January and February there was little or no employment for labour in many of the industries of the district. Employment in the railway service was never so inactive since 1895. About 50% of railway employees are set back and reduced in rank owing chiefly to the mild weather. There is little traffic on the Soo line compared with last year. In all other industries there was little demand for labour, but there has been little or no hardship experienced by any one in the district reported. Fuel has been plentiful, but recently increased in price, costing now $8 per ton for the Lethbridge coal, which is mined 375 miles west of this city. The prices of all commodities have considerably decreased compared with the prices prevailing a year ago.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was little demand for farm help.

CONDITION OF PARTICULAR TRADES.

Building, metal, woodworking.—Inactivity was the rule in these trades, excepting with blacksmiths and horseshoers, who were fairly well employed.

Printing.—Dullness was general.

Clothing.—These trades had fair employment.

Food and tobacco preparation.—Fairly busy conditions prevailed.

Leather.—Employment was more or less dull.

Miscellaneous.—Barbers were busy, clerks and stenographers fairly so, but others found employment dull.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during February has been very dull. The reports from local unions have not improved since last month, and the same conditions obtain in all branches of the building trade. Very mild weather prevailed so that the real hardships of winter have not been experienced by the unemployed.

The prospect of an early start being made on the new Parliament buildings and on the land titles offices in the spring is good; this will provide employment for a number of men who are now idle. Building operations will also be commenced on the new provincial jail early in the spring but the season will be well advanced before there will be a demand for more labourers in any of the several branches than those who are already in the city and district. The schedules of the local building trades unions have been handed to the secretary of the Trades and Labour Council and are now in the hands of the secretary of the Builders' Exchange. An early conference between the two bodies is expected.

RE UNEMPLOYMENT.

The number of unemployed in the city is about the same as last month. The Provincial Government and the City Council are still endeavouring to provide sufficient work in order to ensure relief from actual want, and the several efforts in this direction have so far proved satisfactory. The Regina Relief Society is still continuing its work and although an increasing number of cases of destitution were reported they were all well taken care of. The society intends to continue the work till such time as the general opening up of business in the spring will provide work for all. The society has now forty-eight cases under its care, and the number has increased

at the rate of one per day during the last two weeks.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The final report of the grain crops of Saskatchewan for the past year has been issued by the Department of Agriculture. Compared with the production in 1906 the crop of last season shows a net decrease of 9,284,959 bushels, the difference being almost entirely in the case of wheat, although the quantity of oats threshed was not quite as large as in the previous year. All the other grains show an increase, amounting in the case of flax to 654,027 bushels, an increase over the figures of 1906 almost equal to the whole flax crop of that year.

Fishing.—There has been a large increase in the amount of fishing carried on in the province this winter compared with last, particularly in the lakes lying within the settled portion of the province. More than double the number of licenses have been in force. This is largely due, to the partial failure of the crop, which led to many taking up fishing who are generally employed in the marketing of grain. The most of the winter fishing is done from Dec. 15th to Jan. 15th, after which as a rule the fish move into deeper water, while the increasing depth of ice and severity of weather renders fishing more difficult. The catch varies greatly with the skill and experience of a fisherman, but the average of a regular hand has been well up to last year. Prices have ruled about the same,—5 cents a pound for white fish and pickerel at the railway shipping points in the north, while the same is paid on the ice at lakes in the south.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, masons, lathers and plasterers, painters, plumbers, and builders' labourers were very dull.

Metal.—Electrical workers were very quiet; sheet metal workers were dull.

Printing.—The general condition of the trade was quiet. There has been little, if any, improvement since Christmas.

Food and tobacco preparation. Cigarmakers were very dull.

Miscellaneous.—Several new barber shops have opened for business, but the condition of the trade is only fair.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the present month there has been little if any change in labour conditions. Some workmen that were unemployed during January have found employment, but others have been laid off where the employer has completed his contract. It is generally expected that with the opening of spring most of the unemployed will secure work. The contractors who are constructing the Grand Trunk Railway are already engaging men for work west of Edmonton. There will be considerable building done throughout the district.

Both passenger and freight traffic has improved over last month, though somewhat slacker than during the corresponding month of 1907. There was no improvement in bank clearings, which showed a falling off compared with a year ago. Wholesale trade has been light compared with the corresponding month a year ago. The retail merchants reported a slight decrease in business.

Wages remained about the same as in 1907, except in the case of a few workmen employed by the city, whose wages were slightly reduced. The city has given some employment in the way of relief.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and ranchers have had a very easy winter, as there has not been a day when they had to feed their stock, the winter being a very mild one.

Fishing.—The fishing industry was being carried on to a considerable extent in the central part of the province, and fish were being shipped from and around Ponoka in large quantities.

Mining.—The coal mines throughout the district were not being operated to their full capacity, presumably because the demand materially decreased this winter compared with last.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and decorators, stonecutters and builders' labourers found conditions of employment dull. Plumbers and gasfitters were quiet.

Metal and engineering.—Machinists, engineers, electrical workers and linemen, blacksmiths, boilermakers, sheet metal, workers horseshoers and jewellers were quiet.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers, and car builders were quiet.

Printing. — Printers, pressmen and bookbinders, and photo engravers were quiet.

Clothing.—Journeymen tailors, garment workers, hat makers, boot and shoe workers found employment quiet.

Leather.—Quiet conditions prevailed.

Miscellaneous. — Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees were somewhat quiet. Laundry workers were active.

Transport.—Railroad conductors, locomotive engineers and train crews generally, together with telegraphers, switchmen, trackmen and freight-handlers were quiet.

Unskilled.—This class was dull.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kenny, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions showed an improvement over those of last month. There was an increased demand for unskilled labour compared with February a year ago. This condition was due to the starting of the work of clearing the right-of-way for the Grand Trunk Pacific Railway west of the city, and the preparing for grading and other railway operations in the spring. A number of men recently left the city to cut ties for different contractors. A considerable number of men were also employed laying sewer pipe. By-laws authorizing the expenditure of $386,500 were carried by the ratepayers by large majorities on the 24th instant. They were for extensions to the street railway system, street paving, electric lighting, telephone, fire protection, isolation hospital, and the city's share of the cost of building the traffic floors of the Canadian Pacific Railway high level bridge, viz., $42,500. The city authorities are at present negotiating for an automatic telephone system, which is to be installed in April next. About one hundred men and teams will be required to freight supplies out to the supply-houses along the line of the Grand Trunk Pacific Railway; these will be furnished from the city and surrounding country. The piers for the bridge to be constructed at Clover Bar will be finished by the 15th of March, and ready for the steel superstructure.

Wholesale and retail trade was fair for this season. Arrangements are now being made whereby Edmonton will obtain more favourable rates. The reduction of five cents per hundred pounds in class 5, and eight cents per hundred pounds on agricultural implements and machinery will place Edmonton on the same basis, with regard to freight from the east as Winnipeg. The new rates will come into effect on the 15th of March.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters, bricklayers, masons, lathers, plasterers, painters, plumbers, steamfitters and builders' labourers were indifferently employed, with the supply of workmen exceeding the demand.

Metal. — Electrical workers, linemen, sheet metal workers, and all branches of

skilled metal working were more than supplied with suitable workers.

Printing.—Printers and pressmen were fairly active.

Food and tobacco preparation.—Cigar-makers found employment fairly active.

Miscellaneous.—Hotel employees and barbers had fair employment.

Unskilled.—The supply exceeded the demand.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during February throughout the Kootenay district was very dull, the supply of both skilled and unskilled labour exceeding the demand by about 1,500 men. About 400 of these are residents of Nelson, of whom about 50 are without money. A considerable number are being kept by the different hotels, and in some isolated cases are receiving assistance from the Ladies' Auxiliaries of different religious denominations.

The mines in the free milling district south of Nelson and adjacent to Salmo, are shipping freely, particularly the "Arlington," "Emerald" and "Nugget." The St. Eugene mine at Moyie, B.C., is employing about 365 men and is making a large output. The payroll of the Crow's Nest Pass collieries for February was about $185,000, being a reduction of about $20,000 as compared with the months of December or January.

There are about 200 unemployed men around Fernie, about 50 of whom are receiving financial aid from the local union of the United Mine Workers of America, those working being assessed 1% of their wages to help the unemployed members.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market showed an improvement over last month, a considerable number of men being employed by the city in sewer work. There were however a large number of idle men in the city and district, though conditions are expected to improve so that in a short time there will be sufficient work available for all No shortage is expected in the labour market this year, the general opinion being that the output in all lines will be less than in 1907. Construction has commenced on a sawmill to cost $150,000. A contract has also been let for the construction of a new telephone building; with the completion of this building the service will be improved. A company has secured rights for the construction of a second gas plant, to cost about $35,000. About 6000 emigrants, brought from England under the auspices of the Salvation Army, will arrive in the province within the next few months.

Some prosecutions have already taken place under the Natal Act, which has recently been enacted by the provincial Government, the offenders being sent to gaol for twelve months. The act calls for an educational test from all emigrants wishing to enter the Province.

The B. C. Loggers association has adopted a new schedule of wages for logging camp hands as follows: White cook, $65.00 per month; assistant cook, $30.00; man and wife as cook and assistant, $80.00 per month; Chinese cook, 1st, $45.00; 2nd, $35.00; string teamster, $70.00 per month; teamster, two horses, $40.00; signal boy, $20.00 per month; daily men, $5.25 per week for board; blacksmith, $3,00 per day; helper, $2,00 per day; boom-man, first $3.00 per day; second, $2.50 per day; greaser, $2.25 per

day. The rules of the association allow of increases where it is considered necessary.

An association to be called the Dominion Civil Servants' Association has been formed in this city, with the object of improving working conditions. The Association has a membership of about fifty, all permanent employees of the Dominion Government being eligible. Similar associations have been formed in Vancouver, Victoria, and Nanaimo; also at points along the line of the C. P. R., east to Winnipeg, Man.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was general activity preparing for spring work, the weather being all that could be desired for ploughing, &c.

Fishing.—A few fish are being taken and for these a ready market and good prices are being obtained.

Lumbering. — Trade which has been on the decline since October last, is is again showing signs of activity, and a couple of mills which had ceased operations for a time, have again started up.

CONDITION OF PARTICULAR TRADES.

Building. — The different branches were very quiet but with propects of an improvement in the near future.

Metal.—Iron moulders, machinists, engineers, electrical workers, blacksmiths and boilermakers were quiet. Electric car builders were active, but only a limited number of men were employed.

Woodworking.—Shingle weavers were dull.

Other trades.—The printing and clothing trades were quiet. Bakers, butchers, and cigarmakers were active, with clerks and stenographers dull and laundry workers quiet. Street railway employees and expressmen were fairly active.

Unskilled labour was very dull.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during February was on the whole the dullest in ten years. There were not so many men idle as in January, but this was due to the large numbers leaving for the interior and northern parts of the province.

A deputation from the Trades and Labour Council waited on the Provincial Government at Victoria regarding the fair wage clause and free school books. A deputation from the Council also waited upon a committee of the city council to protest against letting the tender for police clothing, which will be made at Montreal, without the union label.

James Stark & Sons have purchased the property at the northeast corner of Hastings and Abbott streets, 132 x 66, for $175,000, and will build a six-storey building in 1909.

Bank clearing for the week ending February 20th amounted to $2,984,316. For the same period in 1907 the clearings were $3,390,904.

Fresh eggs are now selling at 35c. a dozen. Hams were cheaper, but the price of bacon remained unchanged. Hay dropped from $22.00 to $20.00 per ton.

CONDITION OF PARTICULAR TRADES.

Building.—With the exception of the finishing of a few large buildings, practically nothing is being done. The outlook is that the amount of building for the coming season will not exceed that of last year.

Metal, engineering and shipbuilding.—The moulding and machine shops further reduced their staffs. Wallace's shipyards at North Vancouver have again been opened up, but only a few men were put to work.

Woodworking and furnishing.—Business was reported very quiet, with about 50% of the workmen idle.

Printing.—The printing trade was quiet, a number of newspaper compositors being idle and the job offices running with reduced staffs.

Clothing.—Tailors and garment workers reported trade very quiet, with a large number seeking employment.

Food and tobacco preparation.—Butchers and meat cutters were well employed, but bakers reported conditions dull, and cigarmakers about 75% of their members out of employment.

Miscellaneous.—Barbers, hotel and restaurant employees reported a number out of work, with prospects uncertain, but laundry workers were well employed. A large number of clerks and delivery employees were looking for work.

Transport.—Railway trackmen and freight-handlers reported a number of men idle, with prospects uncertain.

Unskilled.—This class found employment very dull.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During February there have been a number of unemployed, particularly in the building trades and among unskilled labourers, but it is expected that in another month practically all will have found employment, as many new buildings are in contemplation. As for unskilled labour, the city has now a staff of about two hundred and fifty laying wooden paving and other street work, and the number will be doubled as soon as the work of laying cement sidewalks and putting in new water mains is commenced. There has been no special work provided for the purpose of giving the unemployed work by the city. The bulk of the unemployed consists of newcomers to the city. There has been a decrease in the price of rough sized and ship-lap lumber of $2.00 per thousand feet. Business, both wholesale and retail, has been good, and there was no unrest in the labour market. The total amount of building permits issued up to February 18th was $56,575, as against $54,625 last month, making a total of $111,200. Hams, both American and B. C., have been reduced to 20c. per pound, and fresh eggs are now down to 40c. per dozen.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—All the mills in and around Victoria were running full time, and the prospects are for a busy season. Not more than twenty per cent of the employees in the mills are white men. In the logging camps practically all the hands are white men.

Sealing.—It is not expected that there will be a large fleet of sealers from Victoria this season, but it is understood that the schooners will have all white crews. Owing to the scarcity of seals in the unprotected waters and the low price of skins on the London market, this industry is declining.

Shipbuilding.—All local yards were very busy. At the B. C. Marine Railway and the Victoria Machinery Depot there is much repair work going on, as well as a quantity of new construction work. In wooden shipbuilding, the union yard of Alex. Watson has just launched a river boat for the Hudson's Bay Company, and is now busy constructing a river steamer for the Grand Trunk Pacific Company. The union wage is $4.00 for eight hours.

Railroad construction and employment.—The only railroad work going on in the district is the usual track repair work, but it is expected that now the City Council and the C. P. R. have come to an understanding in the Store Street matter, that this company will begin work very soon on its new freight terminal and lay the track from the present station, about five hundred yards to the new yards. This should give employment to a lot of men.

Other industries.—In all the other industries conditions were active, all running full time, though with plenty of applicants for employment.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons to quite a number were busy, but there

were many idle who will probably be working in a short time, when the building season opens up. There were also numerous carpenters and joiners out of work. The painting and decorating trades were not very busy as yet. Plumbers found plenty of work on new buildings. There was not much work for stonecutters, but builders' labourers were kept well employed, about seventy-five per cent of the total number usually employed now being kept working.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers had enough work to keep them busy. A number of machinists who have recently come to town have found ready employment. This is a dull season for marine engineers, and there are a number of idle men here waiting for navigation to open up in the northern waters. Telephone linemen were very busy laying new cables. Stove mounters and moulders were kept busy at the Albion stove works. Boilermakers and iron ship builders were all busy at the different yards, as were also ship carpenters and caulkers. Sheet metal workers were kept well employed. Horseshoers and blacksmiths were fairly busy, though there were plenty of men to do the work. Jewellers found trade brisk, notwithstanding that this is considered a dull time of the year.

Woodworking and furnishing.—Woodworkers, upholsterers varnishers and polishers were busy, though idle men of the latter calling have been seen. Carriage and wagon makers reported trade in a healthy state. Pattern makers had all the work they could do.

Printing and allied.—The printing business still kept very busy in both job and newspaper branches, and the prospects were bright for another good year. Although the Government printing office has installed two linotypes, the staff of compositors has not been reduced. Book binders were regularly employed.

Clothing.—Journeymen tailors and garment workers were all doing well.

Food and tobacco preparation.—Bakers, butchers and meat cutters stated that the trade was in a normal condition. Cigar making was not as brisk as before the end of last year.

Unskilled.—While there were many employed, there was about one hundred who desired employment, only getting odd jobs here and there. It is expected that they will all be employed when the building and other business starts up.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in this district has shown no change since last month there being a large number of men idle, with not much prospect of work. The city authorities are trying to find work for those in actual want but cannot do much until the weather improves for outdoor work. The wholesale and retail merchants are feeling the depression heavily as the people are only purchasing the actual necessities at the present time. There have been no changes in hours of labour or rates of wages except in the lumber trade, where there has been a gradual falling off.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Herring fishing is gradually falling off, the fish getting scarcer. There has been a very large catch this year, principally by Japanese. The whaling station on the Gulf is working steadily.

Mining.—There is hardly any employment in the lumber camps at present. The local sawmill has been quiet. Outside of the sash and door factory Chinamen are principally employed.

Mining.—There is little work in the quartz mines at present. The coal mines in this city are only working four days per week. At the other coal mines in the district there has been considerable slack time with the exception of Cumberland, which is working steadily, principally with Oriental labour.

Railroad construction.—The railway company has not started grading as yet but is getting ready to start soon. The

clearing of the right-of-way is being pushed, Japanese being chiefly employed.

CONDITION OF PARTICULAR TRADES.

Building.—Plumbers were fairly active, but the trades generally were dull.

Metal.—Machinists and engineers, blacksmiths and carriage makers were quiet.

Transport.—Teamsters and expressmen were quiet.

Unskilled labour had little work.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF FEBRUARY.

DURING the month of February, one application for the establishment of a Board of Conciliation and Investigation was received in the Department, namely, on behalf of the employers, Messrs. John March, John Howells and Stevens Bros., dealt with as one, in a coal mining industry carried on at Woodpecker, Alta. The number of employees directly concerned is estimated at 72, and that of persons indirectly interested at 29.

Of applications received prior to the beginning of February, proceedings in connection with which remained unfinished at the close of the preceding month, there were the following, namely: (1) On behalf of the employees, being railway carmen, of the Grand Trunk Railway Company of Canada; (2) On behalf of the employees of the Temiscaming and Hudson Bay Mining Company of Cobalt Ont.; (3) On behalf of the employees of the Dominion Coal Company, Limited, of Cape Breton, C. B.; (4) on behalf of the employees of the Hamilton Street Railway Company, the Hamilton and Dundas Railway Company, and the Hamilton and Burlington Radial Railway Company. The applications in the case of the Grand Trunk Railway carmen and the employees of the Temiscaming and Hudson Bay Mining Company were disposed of during the month, reports having been received from the Boards established to deal with them. The reports in question are printed in the present article, which contains also a statement of proceedings during the month in connection with all applications not disposed of.

I.—SETTLEMENT OF DIFFERENCE BETWEEN GRAND TRUNK RAILWAY COMPANY AND ITS CARMEN.

THE Department received on February 28th, the report of the Board of Conciliation and Investigation established to deal with the difference between the Grand Trunk Railway of Canada and the carmen in its employ. The result of the discussion and enquiry before the Board was the conclusion between the parties of an amicable agreement on all points, the same being signed by the members of the Board and by the representatives of the disputing parties.

The Board consisted of Professor Shortt, Kingston, Ont., chairman; Mr. Wallace Nesbitt, K. C., Toronto, and Mr. J. G. O'Donoghue, Toronto. The number of employees directly affected by the difference was estimated at 800. The difference related to rules and regulation of hours and wages, the demand of the men, as set forth in a schedule attached to the application, requesting, among other changes, an increase in wages.

The Board met at Montreal on the morning of February 25th, and the agreement was concluded and signed at seven o'clock the same evening. The Chairman of the Board, in a covering letter to the Department accompanying his report, stated that most of the grievances brought to the attention of the Board were matters of administration, "and it was judged inexpedient to attempt to deal with them by adding to the articles of the general schedule of Regulations and Rules." "However," added Professor Shortt,

"as expressing the desire and intention of the Company to deal fairly with the men in these matters, Mr. Fitzhugh (third vice-president of the Grand Trunk Railway Company) addressed to me, as chairman of the Board, a letter declaring his intention to have these matters looked into and equitably adjusted." The letter referred to accompanies the report. Concerning the procedure before the Board, the Chairman says: "The matters in dispute were discussed in a frank, friendly and informal manner. Most of the matters brought forward were disposed of in the course of the discussion, and the remainder were settled by an agreement reached at the close of the proceedings."

Text of Formal Agreement.

The text of the formal agreement was as follows:—

We, Professor Adam Shortt, J. G. O'Donoghue and Wallace Nesbitt, members of the Board of Conciliation appointed under the Industrial Disputes Investigation Act, 1907, in a dispute between the carmen in the employ of the Grand Trunk Railway Company of Canada and the Grand Trunk Railway Company of Canada, beg to report that we met on the 25th day of February, 1908, at the Board Room of the Grand Trunk head offices in the city of Montreal, and heard the parties fully.

The shop rules of the Grand Trunk, which rules are hereto annexed, were found by us to be fair and reasonable. The schedule of pay promulgated by the Grand Trunk was also deemed and considered under all the circumstances to be fair and reasonable, and we award that the same be the rules and rate of pay governing the parties.

ADAM SHORTT, Chairman.
J. G. O'DONOGHUE,
WALLACE NESBITT.

We accept the above award.

GRAND TRUNK RAILWAY COMPANY, by E. H. Fitzhugh, 3rd vice-President.

S. M. NICHOLS, chairman, B. R. C. of A., joint protective board, Grand Trunk Railway.

Mr. Fitzhugh's Letter to the Chairman.

Following is the text of Mr. Fitzhugh's letter to the Chairman of the Board:—

GRAND TRUNK RAILWAY SYSTEM.

Montreal, Que.,
Feb. 25, 1908.

Dear Professor Shortt,—

In reference to the discussion with the carmen this afternoon, I desire to say that I shall at once personally inquire into the reasons for the laying off of Messrs Firs and Plummer. I shall give directions for enquiries to be made at once to ascertain if greater precautions can be taken and where, to ensure the protection of the car repairers while at work on the sidings, and to see if locks can be provided as suggested. I will also inquire into the suggestions re the coupling of engines at points discussed. I will also see what can be done re the retaining of married men in preference where possible in places where reductions of staff are necessary. We do not agree in any case as to passes, but this is a matter of courtesy, and all departments are treated alike.

Yours truly,

E. H. FITZHUGH,
3rd Vice-President.

II.—THE SILVER MINING DISPUTE AT COBALT, ONT.—FINDINGS OF THE BOARD—RECOMMENDATIONS FOR SETTLEMENT.

THE Department received on February 13, the report of the Board of Conciliation and Investigation established for the adjustment of differences between the Temiscaming and Hudson Bay Mining Company, Limited, and the engineers, miners and labourers, in the employment of the Company and being members of Cobalt Miners' Union No. 146 Western Federation of Miners. The Board consisted of Prof. S. J. McLean, Toronto (Chairman);Mr. M. F. Pumaville, New Liskeard, Ont., and Mr. C. B. Duke, Cobalt. Ont. The sessions of the Board were held at Cobalt, on February 5, 6, and 7. The application for the establishment of a Board was received in the Department on January 17, and the number of employees concerned was stated to be 50. The difference was

said to be due to the action of the employing company in notifying the men that after the 16th December there would be a reduction of 25 cents per day in the case of each employee.

The Board presented a unanimous report in which was recommended the adoption of the principle of a wage scale based in some measure on the market price of silver. This, it may be remembered, was the feature also of the findings of the Board to which was referred the dispute at the St. Eugene mine, a silver-lead mining property at Moyie, B.C. The report was accepted for the employees by Messrs James McGuire and A. L. Botly, president and secretary respectively of the Local Union. At the close of the month word had not been received from the company, but work was proceeding at the mining property concerned. The selling price of silver during February ranged at a figure which under the system recommended would establish a scale of wages about equal to that offered by the Company after the proposed reduction.

Report of the Board.

The findings of the Board were as follows:—

IN THE MATTER of the Industrial Disputes Investigation Act, 1907, and of a dispute

Between

The Temiscamingue and Hudson Bay Mining Company, Limited,

Employers.

And

The Engineers, Miners and Labourers, members of Cobalt Miners' Union No. 146, Western Federation of Miners, Mining Department of Industrial Workers of the World;

Employees.

Which was referred under the Industrial Disputes Investigation Act to a Board of Conciliation and Investigation established and appointed by the Minister of Labour on January 31, 1908, and composed of the following members: C. B. Duke, Cobalt. M. F. Pumaville, New Liskeard. S. J. McLean, Toronto,

Chairman.

"We the members of the said Board, having held various sessions in the town of Cobalt, and having carefully considered the evidence and arguments of both parties to the disputes, and having paid due attention to all matters which in our opinion are pertinent to the question in dispute, and having taken as the probable range of the price of silver during the current year a variation of from fifty to sixty cents per ounce, unanimously agree on the following award, which we earnestly recommend to the adoption of both parties to the dispute.

That the wage scale adopted by the Cobalt Miners' Union No. 146, in July 1907, a copy of which scale is hereto appended, be operative when the price of silver varies from any price in excess of 55c per ounce up to 60c per ounce, and that when the price of silver is between 50c and 55c inclusive per ounce there should be a deduction of 25c. per day from the standard wages as established in the scale above mentioned.

Dated at Cobalt, the 7th day of February, A.D. 1908.

(Sgd) S. J. McLEAN,
Chairman.
" C. B. DUKE,
" M. F. PUMAVILLE.

The following scale was adopted unanimously for all mines in the district:—

Carpenters	$3.50
Mechanics	3.50
Pipe fitters	3.00
Blacksmiths	3.50
Helpers	2.75
Engineers, nine hours	3.25
Over nine hours, 32½c. per hour.	
Firemen, nine hours	2.75
Over nine hours, 27½c. per hour.	
Ore sorters	2.75
Hammermen	3.00
Teamsters	2.75
Hoistmen, nine hours	2.75
Over nine hours, 27½c. per hour.	
Cage or bucketers	2.75
Other labour on surface	2.50
Underground.	
Timbermen	$3.50
Machine men	3.50
Helpers	3.00
Cage or bucketers	2.75
Other underground labour	2.75

Miners ask that not more than 60 cents per day be charged for board; miners in shafts 25 cents extra per day; in wet shafts mine owners to furnish oil clothes to the men. Surface to work 9 hours and all underground work to be 9 hours. Cook's minimum wages per month $75.

(Signed) Walter Morrison
" H. A. Smith
" Jas. McGuire
" William Hill
" John Ward
" Louis Clements
" Arthur Botly,

Strike Committee Cobalt Miners Union No. 146 W. F. of M.

III.—A COAL MINING DISPUTE AT WOODPECKER, ALTA., REFERRED FOR ADJUSTMENT.

THE Department received on February 10 an application for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between John March, John Howells and Stevens Bros., coal mine operators at Woodpecker, Alta., (dealt with as a whole) and their employees, being members of the local union of United Mine Workers of America. The application was received from the employers; the number of employees concerned was estimated at 72, the persons indirectly concerned at 29.

The differences were said to relate to various demands of the union concerning wages and conditions of labour in the mines. A reply received from the men concerned in the application represented the smallness of seam and other physical difficulties connected with the mines at Woodpecker, as being a reason for asking a higher schedule of wages than that being actually paid. The Board established by the Minister was constituted as follows: W. E. Bullock, appointed on the recommendation of the employers; Frank W. Sherman, appointed on the recommendation of the employees, and the Honourable Mr. Justice Stewart, of Calgary, Alta., chairman, appointed on the recommendation of the foregoing members. The Board was finally constituted on February 25, and a statement of its proceedings had not been received at the close of the month.

IV.—BOARDS CONSTITUTED IN HAMILTON STREET RAILWAY AND DOMINION COAL COMPANY CASES.

THE Board established to adjust the differences between the Hamilton Street Railway Company (and allied companies) and its employees was completed during the month, being finally constituted as follows: His Honour Judge Monck, county judge of Wentworth, chairman, appointed by the Minister in the absence of a joint recommendation from the members appointed on the nomination of the parties concerned; Mr. W. Bell, K.C., Hamilton, Ont., appointed on the recommendation of the employers concerned; Mr. J. G. O'Donoghue, Toronto, appointed on the recommendation of the employees concerned. It was understood that the investigation before the Board should begin at Hamilton during the first week in March.

The Board established in the case of the differences between the Dominion Coal Company and its employees was also completed during the month, being finally constituted as follows: Professor Shortt, Kingston, chairman, appointed in the absence of a joint recommendation from the members appointed on the nomination of the parties concerned; J. Dix Fraser, New Glasgow, N. S., appointed on the recommendation of the employing company, and Dr. A. S. Kendall, M. P. P., Sydney, N. S. *

* Word was received in the Department before going to press that our agreement covering every point in dispute had been considered before the board.

V.—STATEMENT OF PROCEEDINGS UNDER THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—COPY OF RETURN TO PARLIAMENT.

ON Thursday, February 27th, a return was laid on the table of the House of Commons by the Honourable the Minister of Labour, giving information respecting the operation of the Industrial Disputes Investigation Act, 1907, from the date of its enactment. The return was called for by an Order of the House dated December 12th, in response to a motion by Mr. Ralph Smith, M.P. The order called for a return showing:—

1.—The number of disputes dealt with under the Industrial Disputes Investigation Act, 1907, to the 1st of December, 1907.

2.—The dates at which the several applications for the operation of the Act have been received.

3.—Names of the parties concerned in the several disputes.

4.—Name of the party making the application.

5.—Locality of dispute.

6.—Number of persons affected.

7.—Nature of dispute.

8.—Names of members of Board of Conciliation and Investigation where same has been established.

9.—Date on which Board was established.

10.—Date of sittings of Board.

11.—Result of the reference of the dispute under Act.

Copy of the Return.

The return to parliament was as follows:—

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

Statement of Proceedings from March 22, 1907, to February 15, 1908.

	Applications concerning disputes in mines and public utilities. 29					Application concerning disputes in industries other than mines and public utilities. 1	Total references under Act. 30
	Concerning mines and smelters. 18		Concerning transportation and communication. 11			Disputes referred by consent of parties concerned under sec. 63 of I. D. I. Act 1907. 1	30
	Coal Mines 15*	Metalliferous Mines 3	Railways 8†	Shipping 2	Street Rys. 1		
Strikes averted or ended.....	13**	3	8	2	1	1	28
Strikes not averted or ended.....	1††	0	0	0	0	0	1††
	14	3	8	2	1	1	29

*In the case of three of these applications the disputes were settled before the Board had been constituted.

†The Boards were distributed among the various classes of railway employees as follows: Locomotive Engineers 1; Machinists 1; Carmen 2; Firemen and Engineers 1; Freight Handlers 1; Telegraph operators 2.

**There are still pending in connection with the various applications for investigations, viz: 2 in the case of coal mining disputes; 1 in the case of railways, and 1 in the case of street railways.

††Only one strike occurred in cases when a dispute had been referred to a Board, but in one instance a second Board established to investigate other differences between the same parties was in session when the strike was declared Hence the difference of 1 between the sum of the figures in this column and the figures at the head of the column.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

Applications for Boards of Conciliation and Investigation.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC SERVICE UTILITIES.

Mining and Smelting Industry.

1.—coal mines.

Date of receipt application.	Parties to Dispute	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board (C) Chairman; (E) Employer; (M) Men.	Date on which Board constituted.	Date of Sittings of Board.	Date of Receipt of report of Board.	
1907 April 8	† Cumberland Railway and Coal Company and employees	employer *	Springhill, N. S.	1,700	Concerning employment of non-union workmen		1907	1907		On April 1, employees went on strike. It was alleged by employers that they were under impression that the mines of Nova Scotia were exempt from provisions of Act. When it was explained Act applied to all Canada, employees returned to work April 8. Difficulty amicably settled. No Board constituted.
April 9	† Canada West Coal & Coke Company and employees	employees	Taber, Alta.	150	Concerning hours of labour					On April 1, employer locked out employees. Employer alleged that this was done in ignorance of provisions of Act. When informed of provisions of Act by department, mines were re-opened on April 18. Subsequently an amicable settlement was effected through intervention of Mr. J. D. McNiven, Fair Wages Officer of Department. No Board constituted.

April 9	(†) Western Coal Operators' Association and employees..	*employees			Concerning terms of joint agreement, including wages schedule and other conditions of employment..	Sir Wm. Mulock, K.C.M.G., (C)**	April 22	April 30, May 6	May 29	Employees went on strike in the several mines, while proceedings were pending in connection with the establishment of the Boards of Conclliation and Investigation, in consequence, it was alleged, of misunderstandings which arose through ignorance of the provisions of the Act. The Deputy Minister of Labour left for Fernie on April 19, to explain to the parties the provisions of the law. While in Fernie, the parties consented to his intervention as a conciliator under the Conciliation Act 1900 and an agreement was effected on May 4. The Boards convened at Fernie on April 30, but adjourned proceedings pending investigations by the Deputy Minister. On May 6 the Boards reconvened to receive from the parties a formal stat ement that the differences had been adjusted, a further cessation of work being thereby averted. An important feature of the settlement was the establishment of a standing committee of conciliation between the employers and employees, to which future differences were to be referred.
	Canadian American Coal & Coke Co.....		Frank, Alta.....	250		J. L. Parker, (E)				
	Crow's Nest Pass Coal Co...		Fernie, Coal Creek, Michel, B. C.....	1,800		L. P. Eckstein (M).....				
	International Coal & Coke Company.....		Coleman, Alta.....	370						
	West Canadian Collieries, Limited.....		Lille and Bellevue.....	350		Sir Wm. Mulock, K.C.M.G., (C)**				
	Breckenridge and Lund Coal Co.....		Lundbreck, Alta.....	125		F. B. Smith (E)..				
	H. W. McNeill Coal Co.....		Canmore, Alta.....	300		L. P. Eckstein, (M).....				
	Pacific Coal Company.....		Bankhead, Alta.....	400						

†It is important to note in connection with these disputes that the *Industrial Disputes Investigation Act* was not assented to till March 22, 1907. It was some weeks later before copies of the Act were available for distribution. Its provisions in consequence were not fully known by the parties at the time these disputes occurred.

*Applications for a Board were received also from the employers, parties to this dispute.

**Appointed by the Minister under sec. 8, sub-sec. 4, of the I. D. I. Act, in the absence of a joint recommendation by the two members first appointed.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—*Continued.*

Date of receipt application.	Parties to Dispute	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board (C) Chairman; (E) Employer; (M) Men.	Date on which Board constituted.	Date of Sittings of Board.	Date of Receipt of report of Board.	
May 8	Cumberland Railway & Coal Company and employees...	employees	Springhill, N. S.....	1,700	Concerning payment for work in counter levels and stone in pillar work.....	The Hon. Mr. Justice Graham (C) †† .. P. S. Archibald, (E) R.B.Murray, (M)	May 17	May 23, 24, 29 and July 3 & 4.	July 13	Board being unable to effect a settlement by conciliation, presented a report signed by the Chairman and Mr. Archibald. Minority report was presented by Mr. Murray. The recommendations of the Board were not accepted by the employees. The strike which was threatened prior to the application for Board on May 8 was averted for the time being and took place on August 1, continuing until October 31, when the employees returned to work on the conditions recommended in the report of the Board.
May 27	Alberta Railway & Irrigation Company and employees of coal mines.....	employees	Lethbridge, Alta.....	400	Concerning conditions of employment.....	.....	.....	.....		Amicable settlement, including agreement as to conditions of employment and establishment of a standing committee of conciliation effected between parties while Board was in process of constitution, strike being thereby averted.
July 12	Cumberland Railway and Coal Company and employees	employees	Springhill.....	1,700	Concerning wages and other conditions of employment.....	His Honour Judge Patterson (C)** P. S. Archibald (E) R. B. Murray, (M)	July 27	July 31, Aug. 1, Sept. 9 and 12.	Sept. 21	Employees declared a strike on Aug. 1 in reference to question of payment of stone in pillar work, having refused to accept the recommenda-

										tions of the Board appointed May 17 to deal with this subject. In virtue of this strike, proceedings before the Board were suspended until Sept. 9, when the Board sat for two days, and presented an interim report. The strike ended on October 31, the employees returning to work on the conditions recommended in the report of the first Board.
Sept. 16	Hosmer mines and employees	employees	Hosmer, B. C.....	100	Concerning wages and other conditions of employment.....	His Honour Judge Wilson (C)** F.B. Smith (E) F.H. Sherman (M)	Sept. 30	Oct. 14, 15, 16, 17.	Oct. 21	The Board presented a unanimous report, which though not formally accepted by the parties formed the basis of an agreement subsequently reached by them and reported to the Department, a strike being thereby averted.
Sept. 18	Hillcrest Coal and Coke Co., Limited, and employees....	employees	Hillcrest, Alta.....	70	Concerning wages and other conditions of employment.....	Hon C. W. Fisher ** J. R. McDonald (E) F.H.Sherman (M)	Sept. 24	Oct 7	Nov. 4	The report of the Board was accompanied by a minority report by Mr. Sherman. Though neither report was formally accepted by the parties, a settlement was reached in consequence of the inquiry by the Board, and a strike thereby averted.
Nov. 5	Canada West Coal and Coke Company and employees...	employees	Taber, Alta.....	150	Concerning wages, hours and other conditions of employment.....	Hon Mr. Justice Stuart (C)** S.A.Jones (E) F. H. Sherman (M)	Nov. 20	Dec. 5 and 6	[Dec. 20	Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.

**Appointed by the Minister under sec. 8, sub.-sec. 4, of the I. D. I. Act, in the absence of a joint recommendation by the two members first appointed.
††Appointed by the Minister under sec. 8, sub-section 3, of the I. D. I. Act, on the joint recommendation of the two members first appointed.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt application.	Parties to Dispute	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board (C) Chairman; (E) Employer; (M) Men.	Date on which Board constituted.	Date of Sittings of Board.	Date of Receipt of report of Board.	
Nov. 5	Domestic Coal Co. and employees	employees	Taber, Alta	50	Concerning wages, hours and other conditions of employment	Hon.Mr. Justice Stuart(C)** R. Duggan (E) F. H. Sherman (M)	Nov. 20	Dec. 5, 6 and 7	Dec. 28	Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.
Nov. 5	Duggan Huntrods & Co. and employees	employees	Taber, Alta	40	Concerning wages, hours and otherconditions of labour	Hon Mr. Justice Stuart (C)** J Shorthouse (E) F. H. Sherman (M)	Nov. 2	0 Dec. 5, and 7	6 Dec. 28	Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.
Nov. 12	Strathcona Coal Co. and employees	employees	Edmonton, Alta	40	concernino wages, hours and other conditions of employment	G. Montgomery (C)†† F. L. Otter (E) F. H. Sherman (M)	Dec. 2	Dec. 18 and 20 1908	Dec. 28 1908	Differences adjusted, and agreement concluded before Board, dating from September 23, 1907, until March 31, 1909, a strike being thereby averted.
Nov. 21	Cumberland Railway and Coal Co. and employees	employees	Springhill, Alta	1,700	Concerning wages and other conditions of labour	His Honour Judge Patterson(C)** R.B. Murray(M) Hiram Donkin ‡	Dec. 24	Jan. 8, 9, 10, 11, 16	Jan. 22	The Board presented a unanimous report, which the employees expressed a willingness, and the Company an unwillingness, to accept. A further cessation of work has not taken place.
1908										
Jan. 29	Dominion Coal Co., Ltd., and members of the Provincial Workmen's Association	employees	Dominion, C. B	7,000	Concerning wages and conditions of labour	J. Dix Fraser (E) Dr. A. Kendall, M.P.P. (M)	.....	.....		Board not fully constituted on date of return, Feb. 15.
Feb. 10	John Marsh, John Howells, Stevens Bros., coal mine operators, dealt with as a whole	employers	Woodpecker, Alta		concerning wages and conditions of labour	W.E.Bullock (E)	.....	.....		Board not fully constituted at date of return, Feb. 15.

April 21	Canadian Consolidated Mining and Smelting Company and employees.....	employees	Moyie, B. C.....	400	Concerning wages and hours.....	His Honour Judge Wilson (C)†† J. A. Harvey (E) S. S. Taylor, K. C., (M)	Sept. 23	Oct. 10 to Dec. 17, intermittently.	Dec. 28	The Board, after an exhaustive inquiry into mining conditions in British Columbia, presented a unanimous report, the recommendations of which were of general application to the metal mining industry in the Province of British Columbia. A settlement based on these recommendations was effected between the Company and its employees, and a strike thereby averted. The inquiry, moreover, had the effect of influencing the settlement of other differences in the industry in other parts of the Province.
Dec. 9	McKinley-Darragh Mining Co. Ltd., and its employees.....	employees	Cobalt, Ont.....	120	Concerning wages and hours	Prof. A. Shortt, (C)†† E. C. Kingswell (E)	Dec. 21	1908 Jan. 1 & 2	1908 Jan. 22	A unanimous report was presented by the Board, making recommendations for the settlement of the dispute. The findings of the Board were not formally accepted by the parties, but the investigation by the Board is believed to have been beneficial to the camp as a whole, and the strike, which was declared to be impending at the time application was forwarded to the Minister, has been averted up to the present time (Feb.) 15.
Jan. 9	Temiskaming and Hudson Bay Mining Co., Ltd., and employees of said Co.....	employees	Cobalt, Ont.....	50	Concerning wages and hours	Pro. S.S. Maclean (C)** M. F. Pumaville C. B. Duke (M)	Jan. 31	Feb. 5, 6, 7	.....	Report not received at date of return, Feb. 15.

††Appointed by the Minister under sec. 8, sub.-sec. 3, of the I. D. I. Act, on the joint recommendation of the two members first appointed.
**Appointed by the Minister under sec. 8, sub.-sec. 4, of the I. D. I. Act, in the absence of a joint recommendation by the two members first appointed.
‡Appointed by the Minister under sec. 8, sub-section 2, in the absence of a recommendation from the party concerned.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

II.—TRANSPORTATION AND COMMUNICATION.

1.—RAILWAYS.

Date of receipt application.	Parties to Dispute	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board (C) Chairman; (E) Employer; (M) Men.	Date on which Board constituted.	Date of Sittings of Board.	Date of Receipt of report of Board.	
Apr. 20	Grand Trunk Railway Company of Canada and Machinists.....	employees	Montreal, Ottawa, Toronto.Stratford, etc.	400	Concerning schedule involving wages, hours, apprenticeship reinstatement of former employees.....	Prof. A. Shortt, (C)** W. Nesbitt, K. C., (E) J.G. O'Donoghue (M)	May 4...	May, 16, 17, 18	May 21	Differences adjusted, and agreement concluded before Board for period of one year from May 1, strike being thereby averted.
June 27	Grand Trunk Railway Company of Canada and its locomotive engineers.....	employer	Montreal, Ottawa, Toronto, Stratford, etc.	1300	Concerning schedule of wages and rules....	Prof. A. Shortt, (C)** W. Nesbitt, K. C., (E) J. Cardell, (M)	July 18.	July 23 24 and Aug 12 13.	Aug. 16.	Differences adjusted, and agreement for three years concluded before Board, a strike being thereby averted.
Sept. 5	Canadian Pacific Railway Company and railroad telegraphers.....	employees	On all lines of C. P. R. in Canada.....	1,656	Concerning schewages and rules of employment.....	Prof. A. Shortt, (C)†† W. Nesbitt, K. C., (E) J.G. O'Donoghue (M)	Sept. 16	Sept. 27 to Oct. 10....	Oct. 12...	Differences adjusted, and an agreement concluded before Board, dating from October 1, a strike being thereby averted.
Nov. 19	Grand Trunk Railway Co. and railroad telegraphers.....	employer	Montreal.....	300	Concerning wages and other conditions of employment..	Prof. A. Shortt, (C)†† W. Nesbitt, K. C., (E) J.G.O'Donoghue (M)	Nov. 30.	Dec.4, 5, 6, 7, 12 1907 and Jan 13 1908.	1908 Jan. 23 1907	Differences adjusted, and agreement concluded before Board, dating from January 1, 1908, a strike being thereby averted.
July 10.	Intercolonial Railway of Canada and freight handlers in its employ at Halifax, N.S..	employer	Halifax, N.S.....	205	Concerning wages and classification of employees.....	Prof. W. Murray, (C)†† Henry Holgate, (E) R. E. Finn, M.P.P. (M)	July 22.	July 31 and Aug. 1 2, 3, 5, 6, 7, 8.	Aug. 12.	On June 29, employees went on strike, and when informed that provisions of Act applied, both parties agreed to refer the differences under the Act, and employees returned to work. On the request of the parties proceedings

										were subsequently adopunder the Conciliation and Labour Act, and a settlement effected, the terms of which were made applicable to the Company's employees at St. John, N.B., as well as at Halifax, N.S., and further cessation of work was thereby averted.
Nov. 22	Canadian Pacific Railway Co., and carmen employed by Company on western lines.	employer	Western Lines.....	1,215	Concerning wages and hours.	Prof.Odlum(C)†† J. H. McVetty, (M) A. M. Nanton, (E)	Nov. 26.	Dec. 2 to 19.	Dec. 23.	The Board presented a unanimous report recommending a basis of settlement which was subsequently, in correspondence with the Department, accepted by both parties, and a strike thereby averted.
Dec. 19	Canadian Northern Railway and firemen, enginemen and hostlers in its employ.....	employees	Winnipeg & territory along Can. Northern Ry.....	359	Concerning relations of Union to employer...	Prof. A. Shortt, (C)** H. H. Richardson, (E) J.G.O'Donoghue (M)	Jan. 8..	Jan. 18.	Jan 25.	Differences amicably adjusted before the Board, and a strike thereby averted.
Jan. 8..	Grand Trunk Railway Co., and carmen in its employ.	employees	G. T. R. System.....	800	Concerning wages and conditions of labour.....	Prof. A. Shortt (C)†† Wallace Nesbitt. (E) J.G. O'Donoghue (M)	Jan. 28.	.....	.....	Report not received at date of return, Feb. 15.

2. Street Railways.

Jan 31.	Hamilton and Dundas Railway Company and Hamilton Radial Railway Co.....	employees	Hamilton.....	120	Concerning relations of union to employing companies....	Wm. Bell, K. C., (E) J.G. O'Donoghue (M)				Report not received at date of return Feb,. 15.

** Appointed by the Minister under sec 8 sub-sec. 4 of the I. D. I. Act in the absence of a joint recommendation by the two members first appointed.
†† Appointed by the Minister under sec. 8 sub-sec. 3 of the I. D. I. Act on the joint recommendation of the two members first appointed.

INDUSTRIAL DISPUTES INVESTIGATION ACT;—*Continued*

II. TRANSPORTATION AND COMMUNICATION

3. SHIPPING.

Date of receipt application.	Parties to Dispute	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board; (C) Chairman; (E) Employer; (M) Men.	Date on which Board constituted.	Date of Sittings of Board.	Date of Receipt of report of Board.	
May 15.	Shipping Federation of Canada and longshoremen of Montreal.....	employers	Montreal, Que.....	1,500	Demand for increase in wages.....	Archbishop Bruchesi, (C)†† G. W. Stephens, (E) Jos. Ainey, (M)	June 7..	June 11, 12, 13	June 17.	On May 13 employees went on strike, notwithstanding provisions of Act, and employers on May 18, withdrew application for Board. On May 15, Mr. F. A. Acland, Secretary of the Department, went to Montreal to explain the provisions of the Act to the parties to the dispute. As the result of Mr. Acland's intervention the employees returned to work, and agreed to refer the dispute under the Industrial Disputes Investigation Act, and a formal application was made by the employees for the establishment of a Board. A unanimous report was made by the members of the Board, and an agreement recommended covering conditions of employment for the seasons of 1907 and 1908. The
May 25.	Shipping Federation of Canada, Canadian Pacific Railway Company and longshoremen of Montreal.....	employees	Montreal, Que.....	1,600	Demand for increase in wages					

										Union did not formally accept the recommendations of the Board, but the members, with the exception of a few, signed individual agreements to the employers, based on the recommendations of the Board, and a further cessation of work during the season was thereby averted.
May 31.	Furness Withy Co., Cunard & Co., Pickford, Black & Co., and longshoremen	employers	Halifax, N.S.	500	Concerning wages. Increase of 5 cents per hour demanded by men, 2½c offered by companies, but refused	James Hall (E) Philip Ring, (M)‡				On May 26 employees went on strike, alleging subsequently that they had no knowledge of the existence of the provisions of the Act. Mr. V. Dubreuil Fair Wages Officer of the Department, was sent to Halifax to explain the provisions of Act. A Board was requested as a reuslt of the explanations given, and while being constituted the dispute was amicably settled, Mr. DuBreuil lending the good offices of the Department as a conciliator. A further cessation of work was thereby averted as was also the necessity of further proceedings in connection with the establishment of the Board.

**Appointed by the Minister under sec. 8 sub-sec 4, of the I. D. I. Act in the absence of a joint recommendation by the two members first appointed.
‡Appointed by the Minister under sec. 8, sub-sec. 2, of the I. D. I. Act in the absence of a recommendation from the party concerned.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—*Continued.*

B.—INDUSTRIES OTHER THAN MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION AND OTHER PUBLIC UTILITIES.

Date of receipt application.	Parties to Dispute	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board (C) Chairman; (E) Employer; (M) Men.	Date on which Board constituted.	Date of Sittings of Board.	Date of Receipt of report of Board.	
Aug. 26.	Montreal Cotton Co., and employees.....	employees	Valleyfield, Que.	2,200	Conditions and wages..	Hon. Mr. Justice Fortin, (C)** Duncan McCormick, K.C. (E) W. Paquette (M)	Sept. 4...	Sept. 5, 10, 11, 16....	Sept. 24.	The employees went on strike on August 13, and the good offices of the Department were requested with a view to effecting a settlement. Mr.

F. A. Acland, Secretary of the Department, and Mr. V. DuBreuil, Fair Wages Officer, visited the scene of the dispute and explained the provisions of the Act to the parties with special reference to the sections enabling a dispute in any industry other than that of a mine or public utility to be referred, by mu-tual agreement between the disputing parties, to a Board of Conciliation and Investigation. As a result of the explanations and efforts at conciliation on the part of the officers of the Department, an application for a Board was forwarded to the Minister, the employees in the meantime returning to work on August 26. The Board was duly estabiliphed, with the result that the differences were adjusted, and an agreement concluded before the Board dating from September 17, 1707,to be effective until May 4, 1908, and thereafter until either side was given a written notice of cancellation of the same. A feature of the agreement was the establishment of a permanent Committee o Conciliation, to which it was agreed that all subsequent disputes should be referred. *

* This dispute was refered to a Board of Conciliation and Investigation under section 63 of the Act, which provides that "in the event of a dispute arising in any industry or trade other than such as may be included under the provision of this Act, and such dispute threatens to result in a lockout or strike, or has actually resulted in a lockout or strike, either of the parties may agree in writing to allow such dispute to be referred to a Board of Conciliation and Investigation, to be constituted under the provisions of this Act." &c. Applications referring to disputes in this class of industry were received also in the cases of W. A. Marsh & Co., Boot and Shoe Manufacturers, Quebec; the Rosamond Woollen Company, Almonte, Ont.; the Eastern Townships Manufacturing Company; St. Hyacinthe, Que.; L'Association Internationale des Ouvriers en Fourrures, Montréal; the Davidson Manufacturing Company Montreal, and A. Gravel Lumber Company, Etchemin, Que.; but the parties concerned not agreeing to refer their differences for adjustment according to the provisions of the Act, no action was taken by the Minister.

** Appointed by the Minister under sec. 8 sub-sec. 4, of the I. D. I. Act in the absence of a joint recommendation by the two members first appointed.

VI.—ENQUIRY IN PARLIAMENT CONCERNING PROCEEDINGS UNDER THE ACT TO DATE.

THE following enquiry was made in the House of Commons on February 20, by Mr. E. M. MacDonald, M. P., Pictou.

1. How many applications for Conciliation Boards have been made under the Industrial Disputes Investigation Act since it became law?

2. How many Boards have been constituted under the Act?

3. How many disputes have been settled, without a strike, when the provisions of the Act have been invoked?

The following answers were given by the Hon. the Minister of Labour.

1. Twenty-nine in the cases of mines and other industries connected with public utilities; one in the case of industries other than those connected with public utilities.

2. Twenty-six in the case of mines and other industries connected with public utilities.

3. All disputes referred to Boards with one exception have been settled, strikes being thereby completely averted or immediately terminated. The strike of coal miners at Springhill, which lasted from August 1st, to October 31st., is the only instance in which any cessation of employment has followed a reference to a Board under the Act. Four inquiries are now proceeding.

VII.—ACT REVIEWED IN COURT OF APPEAL—COBALT CONVICTION SUSTAINED IN AMENDED FORM.

AN interesting appeal case, arising out of proceedings under the Industrial Disputes Investigation Act was decided in the Divisional Court at Osgoode Hall, Toronto, on February 13, when Mr. Justice Magee rendered judgment in the case of Rex vs. McGuire.

The case will be remembered as that in which one James McGuire, president of the Cobalt Miners' Union, No. 146, of the Western Federation of Miners, was sentenced to pay a fine of $500, or in default of payment, to submit to six months' imprisonment. The case was heard at Cobalt, September 6 and 7, before Mr. R. H. C. Brown, local police magistrate, and was reported in the October issue of the *Labour Gazette* in an official communication to the Registrar of Boards of Conciliation and Investigation, in accordance with section 67 of the Industrial Disputes Investigation Act. In this communication, prepared and forwarded by the police magistrate himself, it was stated that McGuire was charged with inciting the employees of the Nipissing Mining Company to go on strike, contrary to section 60 of the Industrial Disputes Investigation Act. The official statement of the case proceeded as follows: "McGuire was found guilty and fined $500, and in default of payment, six months with hard labour. The proceedings before me were conducted by Crown Attorney Browning of North Bay. There was another charge against the said McGuire for inciting the employees of the Cobalt Lake Mining Company to go on strike; eleven charges against Robert Roadhouse for inciting employees of the different mines to go on strike, and two charges against William Hewitt for going on strike. In all these cases I have reserved decision pending the appeal to the High Court in the McGuire case."

The conviction was appealed, and was argued on appeal by E. E. A. DuVernet for the defendant, J. R. Cartwright, K. C., Deputy Attorney General for Ontario, for the Crown, and J. Lorne McDougall, Haileybury, for the informant. The motion to quash the conviction was made on the grounds, (1) that the magistrate had no jurisdiction; (2) that the only

remedy was to recover the penalty by civil action; (3) that the defendant should have been allowed the right of trial by jury; (4) want of evidence, etc. The principal objection argued was that the magistrate had no jurisdiction to try the case under the Industrial Disputes Investigation Act, 1907, as the Act was not invoked by either the mine owners or the workmen, and was not therefore in force at the time when the offence was alleged to have been committed. The Divisional Court, after hearing argument, reserved judgment, and on the 13th February, as stated, the conviction was amended as to the term of imprisonment in default of payment of fine, the sentence being reduced from six months to three months, and since the conviction was thus held to be defective, the Court decreed there should be no costs. The conviction was also amended as to the manner of statement of the offence charged, the conviction being held to be invalid in this respect also.

In the course of a somewhat exhaustive analysis of the Act, so far as its provisions bore upon the case under appeal, the Court made the following comments relating to the measure generally. "The legislation is tentative, broad and beneficial, and it cannot be expected to cover at once all the little difficulties which may be imagined to arise. No doubt, where legislation is passed to obviate or remedy some particular evil, or bring about some particular result, Courts have so construed the words of the enactment as to limit them to the purpose intended, although those words read literally as they stand might have a wider effect, and if allowed to apply beyond the intendment, bring about results not contemplated and unjust."

"* * * * * The limited class of industries to which the Act applies affords the strongest indication of the purpose of Parliament, and the strongest reason why there should be no interruption of the work. They are 'mining properties' and 'agencies of public service utility.' As regards the latter, upon which the community depends for daily and constant necessary service, the public interest in and need for their unbroken operation is manifest, and in the case of railways, Parliament set forth some of the evils resulting from lockouts and strikes in the preamble to the Railway Labour Disputes Act, 1903. The Criminal Code had previously made mere breaches of contract in the case of railways and other utilities criminal offences when to the public detriment. As regards coal mines, apart from damage to the same, the loss and privation which may result to manufacturers and consumers at large through wide sections from a general interruption of production is a matter of recent history and common knowledge. Parliament has seen fit, doubtless for good reasons, some of which readily occur to one, to include silver and other mines in the same category in this Act, and they cannot be separated in interpreting it.

"The right of temporary interference with private liberty of action by the prohibition of lockouts and strikes during the period of actual investigation as justified by the interest of the community being asserted by Parliament, there would be the less reason for non-interference before such investigation with a strike which, while it might be disastrous could only be short-lived, in as much as it could be so soon ended by the opposite party invoking the aid of the Act. In so far as the public interest is concerned in any restriction, it justifies even more the temporary prohibition *ab initio* than a mere interruption of the strike. The policy of the Act therefore does not assist, but equally with its terms is opposed to the defendant's contention."

Text of Judgment.

In view of the fact that this is the first occasion on which a case under the Industrial Disputes Investigation Act, 1907, has been the subject of a judgment in the Superior Courts, it will be of interest to examine the grounds advanced by the Court for its decision, and the text of the judgment is therefore printed in full, being as follows;—

The conviction which it is sought to quash states the offence to be that o

"having unlawfully incited the employees of the Nipissing Mining Company to go on strike." No reference is made in it to any statute, and it is conceded that unless it is warranted by "The Industrial Disputes Investigation Act, 1907," there is no authority for it.

Section 60 of that Act declares that any one who incites "any employee to go or continue on strike contrary to the provisions of the Act" is guilty of an offence and liable to a fine. Then to find what is meant by going on strike we turn (in this case) to section 56, which makes it unlawful for any employer to declare or cause a lockout, or for any employee to go on strike on account of any dispute, prior to or during a reference of such dispute to a Board of Conciliation and Investigation under the provisions of the Act. For the meaning of these words, "employer," "employee," "dispute," "lockout" and "strike," we must turn to section 2.

Except in the single case of an agreement mentioned in section 63, that Act is limited in its operation to certain specified industries. In case of dispute between an employer and one or more of his employees which they are unable to adjust, the Act (s. 5 and 21) provides that either party may make application to the Minister of Labour for the appointment of a Board to which the dispute may be referred. It becomes the duty of such Board (s. 23) to endeavour to bring about a settlement, and to that end make enquiries and suggestions. If the parties agree to a settlement (s. 24) or agree to be bound by the Board's recommendation (s. 62) then such settlement or recommendation may be made a rule of Court with whatever effect that may have. But if the parties do not do either, then the Board has no compulsory powers and can only report (under s. 25) the result of their investigations and efforts with their suggestions and recommendations to the Minister, who makes it public (under s. 29). Thereafter the parties are left to public opinion and their own good sense or obstinacy, and the Act declares (in s. 56) that nothing therein shall be held to restrain a lockout or strike in respect of any dispute which has been duly referred to a Board and dealt with under section 24 or 25, that is by agreement of settlement or by a report. As it is "going on strike contrary to the Act," which under s. 60 must not be incited, it is argued for the defendant that if the strike would not be contrary to the Act, that section could not apply. It is therefore upon s. 56 that the broadest question raised in this case turns in order to see if the strike is within it. It is said that in other pending cases the same point is involved. For the defendant, it is urged that although strikes are prohibited thereby prior to or during a reference, that only means provided either party has asked for a reference, and that this restrictive provision of the Act is only intended to take effect if the machinery of the Act is going to be used. On the other hand, it is said that Parliament manifestly intended that in these particular industries that conciliative and investigatory machinery must be used before the extreme and disturbing expedient of a lockout or strike can be resorted to by either party. Leaving aside the possibility even under the defendant's contention of a man, before an application for a reference, inciting to a strike to be made after and in spite of either, let us look at the meaning of s. 56. It is not of moment to consider at what exact stage from the Minister's decision to establish a Board down to their first meeting, a reference may be said to begin. Prior to that stage, there must not in these industries be a lockout or strike "on account of a dispute." That seems plain enough, and to contemplate one and only one whole period of prohibition—extending from the dispute to the reference and to provide for peace during that interval. According to the argument for the defendant, that must be divided into two periods—one between the dispute and the application and the other between the application and the reference. I find nothing in the Act requiring or authorizing such a construction. If it be asked how can anything be said to be prior to something which never occurs, the answer is that the party himself can make it occur, and until he or some one does, his conduct is controlled.

It is true that section 56, even as inter-

preted by section 2, cannot be taken literally. It would, so taken, prevent a strike where fewer than ten employees are effected by a dispute. But as section 21 declares there cannot be a reference in such a case, it is manifest the prohibition before a reference cannot be intended.

It is true also that prohibition of a strike before an application might seem to be an undue interference with personal right in some cases. The Act does not declare all strikes to be illegal. On the contrary, it recognizes without reprobating their possibility, requires proof (s. 15) that "the necessary authority" to declare one has been obtained before application for a reference, declares (s. 56) that it does not prevent them as a last resort, and imposes a penalty (s. 57) if the employer seeks under cover of its provisions delay which would postpone that ultimate right. Sec. 590 of the Criminal Code also prevents prosecution for conspiracy in refusing to work. And yet in the case of an employer reducing wages, and the men desiring to cease work and the employer being ready to get others to take their places, and neither party wishing to invoke the Act, a strike would be prevented if s. 56 applied, and the men would be driven to make application for a reference, although they were not the parties disturbing the status quo, and although the Act, (s. 5) only purports to be permissive in allowing the application. Whether in view of the definition of "strike" in s. 2 as being "done as a means of compelling their employer to accept terms of employment," although its meaning is not limited, sec. 56 would apply, and whether refusing to work on new terms not accepted would be a strike, are other questions. But at least the words of the section are broad enough not to make a distinction between the period preceding and that after the application. Then, too, under s. 16, an application for a reference, if the men are all members of a trade union, must be signed by two officers of the union duly authorized by a majority vote at a meeting called for that purpose. If the employees interested cannot persuade a majority, perhaps not interested though obstinate, to make an application, what are they to do? Are they to be deprived of a reference, and yet compelled to work on indefinitely on terms unsatisfactory to them, and from which there is no promise of relief? The construction asked by the defendants would obviate such a difficulty by making the application or notice of it the commencement of the restraint. Such a case may be unprovided for, and if it should arise, a solution would doubtless be found outside of legal construction. Discontinuance of work is not necessarily a strike, and membership in a union need not continue. The legislation is tentative, broad and beneficial, and it cannot be expected to cover at once all the little difficulties which may be imagined to arise.

No doubt, where legislation is passed to obviate or remedy some particular evil or bring about some particular result, courts have so construed the words of the enactment as to limit them to the purpose intended, although these words read literally as they stand, might have a wider effect, and if allowed to apply beyond the intendment, bring about results not contemplated and unjust. But here the question is, can it be said that the intent was to limit the sanction of the Act to a period depending upon the will of one party to the dispute? There is nothing in the Act to show that it is out of regard for the rights of the workmen that the employer is restrained from a lockout, or out of regard for the rights of the latter that the former are restrained from a strike. Neither may have broken any contract, and there may be no question of civil rights between them. Why then should the lawful conduct of either be restrained at the will of the other, and only during the time that will is operative? We must look deeper to find the purpose of the legislature before we can say their words should be limited to that purpose.

The prohibition in s. 60 against inciting to "continue" on strike, which might seem to contemplate an existing one, is accounted for in s. 63, which directs a strike in other industries to cease upon notification of the Minister's decision to refer. The title of the Act which was sought to be invoked against the defend-

ant sheds no light, for it refers to "settlement" as well as "prevention," and in any view the Act attempts both.

I find nothing in the Act to show that even the possibility of a strike in these industries before an application for reference was considered. On the other hand, an application before a strike is manifestly contemplated in s. 15, which requires the application to be accompanied by proof that strike will be declared. In the industries to which the Act applies, the prohibition is against coming on strike —in the others (s. 63) the strike is to cease. To give time for reference and adjustment, s. 57 requires thirty days' notice of any change affecting conditions of employment, and although that section is only levelled against disturbance during the reference the words used are significant, "the relationship of employer and employee shall continue uninterrupted by the dispute."

But outside of all this, the limited class of industries to which the Act applies affords the strongest indication of the purpose of Parliament and the strongest reason why there should be no interruption of the work. They are "mining properties" and "agencies" "of public service utility." As regards the latter, upon which the community depends for daily and constant necessary service, the public interest in and need for their unbroken operation is manifest, and in the case of railways, Parliament set forth some of the evils resulting from lockouts and strikes in the preamble to the Railway Labour Disputes Act, 1903. The Criminal Code had previously made mere breaches of contract in the case of railways and other utilities criminal offences when to the public detriment. As regards coal mines, apart from damage to the same, the loss and privation which may result to manufacturers and consumers at large through wide sections from a general interruption of production, is a matter of recent history and common knowledge. Parliament has seen fit, doubtless for good reasons, some of which readily occur to one, to include silver and other mines in the same category in this Act, and they cannot be separated in interpreting it.

The right of temporary interference with private liberty of action by the prohibition of lockouts and strikes during the period of actual investigation, as justified by the interest of the community being asserted by Parliament, there would be the less reason for non-interference before such investigation with a strike which, while it might be disastrous, could only be short-lived, inasmuch as it could be so soon ended by the opposite party invoking the aid of the Act. In so far as the public interest is concerned in any restriction, it justifies even more the temporary prohibition *ab initio* than a mere interruption of the strike. The policy of the Act therefore does not assist, but equally with its terms, is opposed to the defendant's contention.

To come then to this particular conviction. As already mentioned, it makes no reference to the Act. It is impossible to gather from it that the defendant has been guilty of any offence. Under some circumstances, it is by this Act made unlawful to incite some employees of some employers to go on strike, but not all employees nor under all circumstances.

Outside of the Act, even where it may be unlawful in the sense of being actionable, it might not be a criminal offence or even if a criminal offence, it might not be the subject of summary conviction.

There is nothing in this conviction to show that the Nipissing Mining Company is such an employer as the Act applies to, nor that its employees who were incited were such as there referred, nor that the strike was to be as required by s. 56, "on account of a dispute," and that such a dispute as the Act refers to, nor that the strike incited was to be "prior to or during a reference."

All these are essential matters necessary to be proved in order to constitute the offence. None of them are matters of qualification, exception or proviso as to which questions might be raised upon whom the onus of assertion or proof would lie. Yet upon all of them the conviction is silent.

I am leaving out of consideration any special meaning of the words "go on strike," and assuming that the Act does not limit the ordinary use of them to

which the object of enforcing compliance with demands or redress of grievances seems to be attached. It was argued that as the conviction states that the defendant "unlawfully" incited, that must mean that the strike would be unlawful, and therefore contrary to the Act, but such an effect cannot be given to it. There might be lawful or unlawful means, or unlawful but not criminal means, used to incite to do a lawful or non-criminal act. See R. V. Goodfellow, C. A., 1906, 11 O. L. R., 359, and see Paley on Conviction, 8 Edn., 196 and 200, as to the use of the word "unlawfully" being insufficient to make up for the absence of the allegations to shew that the Act is unlawful.

The information stated the charge in the same way as the conviction does, but has the added words, "against the form of the statute in such case made and provided." These words were in all probability inserted and intended to refer, as they usually do, to the offence charged against the defendant, that is, to the incitement , and not to that which the employee was incited to. But they would not as to the incitement supply the circumstances necessary to make it an offence.

R. v. James, 1902, 1 K. B., 540; 2 Hale Pleas of the Crown 170, Paley 8th, Edn. 196; ex parte Hopkins 66 L. T. N. S. 53; Rex v. Jukes, 8 T. R. 536. But as they stand, the prosecution would be entitled to the benefit of the agreement that they immediately follow the words "to go on strike," and therefore should be taken to refer to them. At the hearing before the Police Magistrate, before any evidence was taken, this construction was claimed in answer to the objection of defendant's counsel, so that the defendant had notice that it was intended thereby to charge that the strike which he incited was contrary to the Act. I do not think that carries the matter any further against the defendant, for it should still have shown in what way the strike incited would be contrary to the Act,—but at least it comes nearer stating his offence in the words of the statute creating it, and he was not misled in fact upon his trial.

The word "employees," used in both the information and conviction, has, in sections 56 and 60 of the Act, a precise and limited meaning given to it, as perhaps the word "strike" has not under section 2. This limited meaning of employees carries with it throughout the Act the nature of the work and of the employer's business, and the number of his employees. But though its use in the Act itself carries that precise meaning with it, the Act does not give the word that precise meaning in other documents or warrant its being taken in other than the ordinary acceptation. There might well be employees such as civil engineers or mining experts not doing either clerical or manual work, and therefore not within either sec. 56 or sec. 60.

Even if we could apply sec. 523 of the Criminal Code, 1906, which declares that the description of any offence in the words of the Act creating the offence, or any similar words, shall be sufficient, this conviction does not do that, for it omits the essential assertion that the strike incited was contrary to the Act.

The conviction therefore on its face is bad, for not stating any offence. It can not be said that what it alleged could not be an offence, but it might or might not be, and therefore it cannot be said that the defendant was convicted of one.

It was also objected to it that the Act did not authorize a summary conviction with imprisonment as a result of non-payment of the penalty, and that s. 6 merely directed that the procedure for enforcing the penalty should be that prescribed by Part XV of the Criminal Code 1906, relating to Summary Conviction Section 60 does not merely impose a penalty, but declares the inciting to be a offence, and the Interpretation Act,(s. 28 declares that every Act shall be read as an offence punishable on summary conviction were referred to as an offence and the Criminal Code shall apply. The objection cannot be given effect to.

The conviction imposes a fine of $50 and in default of payment, imprisonment for six months. It was conceded by the Deputy Attorney-General that this term of imprisonment was unauthorized, and should not be more than three months under s. 739 of the Criminal Code.

The conviction thus being invalid

two respects as it stands, what should be done with it? Section 65 of the Industrial Disputes Investigation Act, 1907, only cures defects of form or technical irregularity, even if this could be said to be a proceeding under the Act. The Criminal Code, however, in s. 723, provides that no information or conviction under Part XV shall be deemed insufficient for not naming or describing with precision any person or thing, and in s. 724, that no objection shall be allowed to any information for any alleged defect therein in substance or in form. And by s. 1124 no conviction shall be held invalid for any irregularity, informality or insufficiency therein if the Court, upon perusal of the depositions, is satisfied that an offence of the nature described in the conviction has been committed, over which the justice had jurisdiction, and that the punishment is not in excess of that which might be lawfully imposed, and even if the punishment be in excess, the Court has the like powers as under sec. 754 might be exercised by a Court on an appeal from the conviction. Under s. 1125, the generality of this curative provision is not restricted, but is to include interalia the omission to negative circumstances which would make the Act complained of lawful. When we turn to s. 754 we find that the Court to which an appeal is brought is enabled, notwithstanding any defect in the conviction, and notwithstanding that the punishment is in excess of what is lawful, to hear and determine the charge upon the merits, and to modify the decision of the justice, and to make such other conviction or order as the Court thinks just, and may by such order exercise any powers which the justice might have exercised.

Now if under sec. 1124 we turn to the depositions, it was conceded before us that there was sufficient evidence to warrant a conviction under sec. 60 of the Act, 1907, if there could be a conviction under s. 56 before an application for a reference—it being admitted on the deposition that there was no such application.

That being so, should the amendment be made as regards the statement of the offence and the punishment? In Rex v. Hayes, 1903, 5 O. L. R. 198, where the conviction did not allege, as was necessary, that the defendant "knowingly" did what he was charged with, the Court considered that was not an irregularity, informality, or insufficiency within s. 1134 (then s. 889 of the Criminal Code of 1892) which could be amended, but in that case the depositions did not warrant the amendment, and so the conviction was quashed. In Rex v. Boomer, 10 O. W. R. 978; Rex v. Crandall, 27 O. R. 63; Rex v. Smith, 31 O. R. 224, and in other cases, the absence of evidence also prevented the necessity of deciding as to amending. In Rex v. Meikleham, 11 O. L. R. 366, an amendment was allowed in the statement of the offence in the conviction, the defendant having admitted facts making him guilty of the offence as amended. In that case the conviction as it stood did not necessarily charge an offence, neither does this conviction. That was the decision of a Divisional Court. The allegations omitted from this conviction are quite as essential as the Scienter in R. v. Hayes * * * which was also before a Divisional Court, but as the conviction in the latter case failed also upon the evidence, I think R. v. Meikleham should be followed, and the conviction be amended, both as to the statement of offence and the term of imprisonment which should be reduced to three months.

As the conviction was defective, there should be no costs.

LEGISLATION WITH REGARD TO CHILD AND FEMALE LABOUR IN CANADA.

LEGISLATION in Canada with regard to child and female labour has been framed for the most part with the object of restricting or protecting the employment of the classes named in certain specified branches of industry. Being, therefore, a matter which has to do largely with civil rights, the legislation in question falls, in accordance with the terms of the British North America Act, (sec. 92), within the jurisdiction of the provincial legislatures, and has not been directly dealt with by the Dominion parliament.

The particular branches of employment in which the regulation of child and female labour is provided for in Canada are, in the main, employment in factories and workshops, and in coal and metalliferous mines. In each of these branches, provisions of a distinctive character are in force. In nearly all, however, the clauses relating to child and female labour are very similar, and the two classes may be fitly taken up together. It will be well, therefore, to deal with the subject as a whole, in accordance with the following classification:

I. Legislation with regard to child and female labour in factories.

II. Legislation with regard to child and female labour in workshops.

III. Legislation with regard to child and female labour in mines.

IV. Miscellaneous and pending legislation with regard to child and female labour.

In the following article a resumé of existing legislation in the several provinces is given under each of the above headings.

Employment of Women, Children and Young Girls in Factories.

The leading provisions defining the conditions under which women and children may be employed in factories in Canada may be briefly summarized as follows, according to the several provinces, viz., Ontario, Nova Scotia, New Brunswick, Manitoba and Quebec, which have enacted legislation of this character:*

Ontario.—Under the Ontario "Act for the Protection of Persons Employed in Factories," (1) the term "woman" is defined as meaning "a woman of eighteen years and upwards." A "child" is stated to mean "a person under the age of fourteen years," and the term "young girl" as meaning "a girl of the age of fourteen and under the age of eighteen years." (2) In general terms, the employment of children in any factory, except one engaged in the business of canning or dessicating fruits and vegetables, and other work incidental thereto, is absolutely forbidden.(3) In factories considered by the Lieutenant-Governor-in-Council as dangerous or unwholesome, the employment of young girls, and of boys up to the age of 16, is likewise forbidden (4). In the case of canning factories, the employment of boys and girls under fourteen is allowed during the months of July, August, September and October, in the work of gathering and preparing fruits or vegetables; but the room in which the children are employed must be separate from that in which the cooking, dessicating or other processes connected with the preparation of the product are carried on. (5) Provisions with regard to evidence as to employment and age are included in the Act, it being incumbent on the defendant in any case where doubt arises to prove the age of the child or young girl. (6) Employment in a factory in this connection is defined as including the cleaning of machinery or any other process connected with manufacture (7).

The penalty for employing a woman, child or young girl in any establishment

(*) A special article dealing with legislation in Canada for the protection of persons employed in factories, as a whole, was published in Vol. I. of the *Labour Gazette*, pp. 104 and 182.

(1) R. S. O. Chap. 256.
(2) R. S. O. Chap. 256, Sec. 2.
(3) R. S. O. Chap. 256, Sec. 3.
(4) R. S. O. Chap. 256, Sec. 4.
(5) R. S. O. Chap. 256, Sec. 5.
(6) R. S. O. Chap. 256, Sec. 6.
(7) R. S. O. Chap. 256, Sec. 7

resulting in permanent injury to health is fixed at a maximum fine of $100 or imprisonment for six months ([8]).

It is in further definition of what is likely to cause permanent injury to health, that the provisions of the Act relating to hours of labour are inserted, the working day for women, children and young girls being limited to ten hours and the week to sixty hours, unless a different apportionment of the hours of labour per day is made for the purpose of giving a shorter day's work on Saturday. By an amendment passed in 1904,however, in no case are working hours in any one day to be later than half-past six in the evening, unless by special permission in writing by the inspector ([9]) The employment of these classes at night is thus expressly forbidden. An hour is always to be allowed at noon, and if the factory inspector so directs, a separate room is to be provided by the employer in connection with the factory for use as a dining and eating room by the employees, the inspector being further allowed discretion to refuse entirely to give permission to any woman, child or young girl to take meals in any room in which a manufacturing process is being carried on ([10]). This provision, however, does not apply where persons are employed at home or in dwellings which might by reason of the work carried on be considered to be a factory within the meaning of the Act, but in which mechanical power is not used, and the persons employed are members of the same family dwelling therein ([11]). Certain exemptions from the foregoing provisions as to hours are also allowed in exceptional cases, as in the case of accidents to motive power or machinery, or where the custom or exigencies of certain trades entail loss of labour, or require longer hours to be worked. In no case, however, may a child or young girl be employed before six in the morning, or later than nine in the evening, or for more than twelve and a half hours on any one day, or for more than seventy-two hours in any one week. The exemption, moreover, must not be extended over a larger period than thirty-six days in any year, and an additional intermission of not less than forty-five minutes is to be allowed during its continuance for the evening meal ([12]). An additional safeguard in cases where this exemption is permitted is provided in a section requiring employers to keep a daily register of the hours worked by women, children and young girls under the exemption. A notice of the hours between which these classes may be employed must be hung up in a conspicuous place in the factory, according as the inspector directs ([13]).

The safety of child and female employees in factories is provided by a section which prohibits children from being allowed to clean machinery while in motion. Young girls and women, further, are not to be allowed to clean mill gearing while in motion, and neither a child or young girl is to be allowed to work between the fixed and traversing part of any self-acting machine while in motion ([14]).

A special provision is inserted in the Ontario Act carefully defining who is to be considered the employer in cases where the machine about which women or children are employed belongs to some one other than the operator of the factory, and is hired by the latter in connection with the manufacturing process. The law states that the employer in this case is to be considered as the operator of the factory. ([15]).

That factories in which children and young girls are employed are regarded as on a quite different basis from others is shown by a provision which sets forth at length the exemptions from certain provisions of the Act, allowed in establishments in which these classes are not employed. A system of notice is required where employers desire to change from one basis to another, and such change cannot be made oftener than once every three months, unless for special causes. ([16])

([8]) R. S. O. Chap. 256, Sec. 8.
([9]) O. S. 1904, Chap. 26, Sec. 2.
([10]) R. S. O. Chap. 256, Sec. 9.
([11]) R. S. O. Chap. 256, Sec. 26.
([12]) R. S. O. Chap. 256, Sec. 11.
([13]) R. S. O. Chap. 256, Sec. 13.
([14]) R. S. O. Chap. 256, Sec. 14.
([15]) R. S. O. Chap. 256, Sec. 25.
([16]) R. S. O. Chap. 256, Sec. 26.

An amendment to the Act passed in 1904 requires young girls in factories during working hours to wear their hair rolled or plaited and fastened securely to their heads or confined in a close-fitting cap, so as to avoid contact with working machinery or moving shafting or material (17).

Separate sets of water closets with separate approaches must be provided for male and female employees in all factories (18). This provision is repeated in the Nova Scotia, New Brunswick and Manitoba Acts.

Parents of children or young girls employed in contravention of the Act are held liable to a maximum penalty of $50.00, or imprisonment not exceeding three months (19).

Nova Scotia.—The Nova Scotia Factories Act is in its essentials identical with that of Ontario. The age limit for employment in a factory is placed at fourteen years. "Child," "young girl" and "woman" are similarly defined (20), and the same exception is made with regard to the application of the Act to private dwellings in which industrial processes are carried on (21). The health of women and children is guarded under a similar penalty (22). With regard to the hours during which they may be employed, contraventions of the Act in Nova Scotia are punishable by a fine of $100.00 or imprisonment not exceeding six months. Ten hours a day and sixty hours a week are the maximum allowable, except in cases where a different apportionment of the hours per day have been made for the purpose of giving a shorter day's work on Saturday (23). An hour is to be allowed for the noon day meal, and a dining and eating room is to be provided by employers, as in Ontario, if the inspector directs (24). During July, August, September and October, boys and girls under fourteen may be employed in connection with the fruit canning industry, in a room separate from that in which the cooking or canning of the fruits is carried on (25). The prohibition of employment of girls under eighteen and boys under sixteen in dangerous or unwholesome establishments is provided for (26). The burden of proof as to the age of a child lies, in Nova Scotia, with the defendant (27), and the provisions as to what persons are to be deemed employees is the same as in Ontario (28). An exemption from the hours above specified is permitted, as in Ontario, in cases of accident to machinery or motive power, or where the exigencies of certain trades demand it, though no woman, child or young girl may be employed before six in the morning or after nine in the evening, and in no case for more than twelve and a half hours in any one day, or seventy-two and a half hours in any one week, the exemption not to comprise more than thirty-six days in any twelve months (29). Provision for a time allowance for a second meal and with regard to the keeping of a register by the employer, and the posting of notices by the inspector are the same as in Ontario (30). With regard to the personal safety of employees, young girls and women are not allowed to clean mill gearing in motion, nor are the former to be permitted to work between the fixed and traversing part of any self-acting machine while in motion (31). As in Ontario, parents of children or young girls employed in contravention of the Act are held liable to a maximum penalty of $50.00 or to imprisonment not exceeding three months. (32).

New Brunswick.—The New Brunswick Factories Act, passed in 1905, defines the term "woman" as a woman over eighteen years of age," "child" as "a person under the age of fourteen years,' and a "young girl" as "a girl above the

(17) O. S. 1904, Chap. 26th, Sec. 1.
(18) R. S. O. Chap. 256, Sec. 15.
(19) R. S. O. Chap. 256, Sec. 38.
(20) N. S. 1901, Chap. 1, Sec. 2.
(21) N. S. 1901, Chap. 1, Sec. 4.
(22) N. S. 1901, Chap. 1, Sec. 9.
(23) N. S. 1901, Chap. 1 Sec. 16.
(24) N. S. 1901, Chap. 1, Sec. 16.
(25) N. S. 1901, Chap. 1, Sec. 12.
(26) N. S. 1901, Chap. 1, Sec. 13.
(27) N. S. 1901, Chap. 1, Sec. 14.
(28) N. S. 1901, Chap. 1, Sec. 14 and 15.
(29) N. S. 1901, Chap. 1, Sec. 18.
(30) N. S. 1901, Chap. 1, Sec. 19.
(31) N. S. 1901, Chap. 1, Sec. 21.
(32) N. S. 1901, Chap. 1, Sec. 38.

age of fourteen and under the age of eighteen years" (33). Children are absolutely forbidden to be employed in factories except in special cases authorized in writing by the inspector. (34), and in dangerous or unwholesome establishments the employment of girls under the age of 18 years and of boys under the age of 16 is forbidden (35). Women and young girls are not to be employed for more than 10 hours a day or 60 hours per week, unless a different apportionment of the hours is made for the purpose of giving a shorter day's work on Saturday. An allowance of one hour each day for meals is also obligatory (36), and if employment is continued to a later hour than 7 p. m., an allowance of another 45 minutes for an evening meal must be made between 5 and 8 p. m. o'clock (37). The exceptions allowed to the above rules with regard to hours are similar to those in Ontario, except that the latest hour to which a woman or young girl may be employed is 10:30 in the evening, instead of 9 (38), and the maximum total of hours of labour per day and per week is 13½ and 81 respectively, instead of 12½ and 72½ respectively as in Ontario(39). The provisions with regard to the keeping of a record of extra hours worked are also identical. A notice of the hours between which young girls and women may be employed must be hung up conspiciously in the factory, as the inspector may require (40). A young girl or woman is not to be allowed to work between the fixed and traversing parts of any self-acting machine while the same is in motion by mechanical power (41). In the section of the Act which deals specifically with the safeguarding of machinery, the employment of a child in the management or control of an elevator is expressly forbidden, a provision not found in the Ontario Act (42). The terms of the Act relating to young girls being, during meal time, employed in a factory, or allowed to remain in a room thereof, are not to apply to persons employed at home in dwellings in which mechanical power is not used, and in which the only persons employed are members of the family, living therein. Parents of children or young girls employed in contravention of the Act are liable to a maximum fine of $25 and costs, with the alternative of two months' imprisonment (43).

Manitoba.—The Manitoba Factories Act, like those of Nova Scotia and New Brunswick, is very similar in general effect to that of Ontario with regard to the employment of child and female labour, though as originally framed it was more stringent in certain particulars. The expression "child" was originally defined as "a person under the age of sixteen years," and a "young girl" as a girl of the age of sixteen years and upwards and under the age of eighteen years. By an amendment of 1904, however, a "child" was defined as a male person under the age of fourteen years and a female person under the age of fifteen years, while a "young girl" was defined as a girl of the age of fourteen years and under the age of eighteen years (44). The term "woman" has the same significance as in Ontario. The prohibition against the employment of these classes has no exception named, as in the Ontario statute, to cover the business of canning or dessicating fruits (45). The employer, as in Ontario, is held liable where the health of a child is likely to be injured. though the penalty is less severe, being only $50 (46). In the case of young girls, the penalty is the same, viz., $100 (47). The same regulations are in force in the two provinces with regard to the employment of boys and girls in dangerous or unwholesome factories (48), with regard

(33) N. B. Statutes, 1905, Chap. 7, Sec. 2, Sub-secs. 6 and 7.
(34) N. B. Statutes, 1905, Chap. 7, Sec. 3.
(35) N. B. Statutes, 1905, Chap. 7, Sec. 4.
(36) N. B. Statutes, 1905, Chap. 7, Sec. 5.
(37) N. B. Statutes, 1905, Chap. 7, Sec. 6.
(38) N. B. Statutes, 1905, Chap. 7, Sec. 7.
(39) N. B. Statutes, 1905, Chap. 7, Sec. 8.
(40) N. B. Statutes, 1905, Chap. 7, Sec. 9.
(41) N. B. Statutes, 1905, Chap. 7, Sec. 10.
(42) N. B. Statutes, 1905, Chap. 7, Sec. 16.
(43) N. B. Statutes, 1905, Chap. 7, Sec. 32.
(44) R. S. M. Chap. 62, Sec. 3; Statutes of 1904, Chap. 16, Secs. 3 and 4.
(45) R. S. M. Chap. 62, Sec. 4.
(46) R. S. M. Chap. 62, Secs. 4 and 63.
(47) R. S. M. Chap. 62, Sec.10.
(48) R. S. M. Chap. 62, Sec. 5.

to the evidence of employment, and the requiring of notices of changes in the system of employment (49). The several sections of the Act placing restrictions on hours of labour in factories apply only to young girls and women in Manitoba. These classes, under the latest amendment to the law, are not to be employed for more than nine hours in one day, or more than fifty-four in one week, unless for the purpose of getting a shorter day on Saturday. Originally, the day was limited to eight hours and the week to forty-eight hours. An hour during noon is to be allowed for meals, and the provision with regard to the taking of meals within a factory is the same as that of Ontario (50). The circumstances under which exemptions from these provisions are allowed are identical with those named in the Ontario Act, though in Manitoba no young girl or woman may be employed before seven in the morning or after 10 in the evening, or for more than twelve hours in any one day, or seventy-two and a half hours in any one week, with similar provisions as to time allowance for the evening meal, the keeping of a register by employers and the posting of notices by inspectors (51). The provisions of the Manitoba Act with regard to the safety of employees are also identical with those of the Ontario statute, except in that the restrictions, as in the case of hours of labour above, appiy only to young girls and women, and do not specifically refer to children (52). In Manitoba the provision exempting the application of the Act to private dwellings is made to apply to all other provisions of the Act, and not, as in Ontario, to certain specific provisions (53).

Quebec.—The Quebec Factories Act, as passed in amended form in 1894, and as subsequently altered (54) differs somewhat in general plan from the similar legislation of the other provinces, though in many important particulars its provisions are identical. The word "child" is defined as meaning "a boy under fourteen years of age," the words "young girl" as meaning "a girl over fourteen years and under eighteen years of age," and the term "woman" as meaning "a woman of eighteen years and upwards." With regard to the employment of children, women and young girls and the hours of labour, such employment in establishments classified by the Lieutenant-Governor-in-Council as dangerous, unwholesome or inconvenient, is prohibited unless the age of employees is over sixteen years in the case of boys and over eighteen years in the case of girls and women. In all other establishments, the age limit for boys was originally placed at twelve years and for girls at fourteen years, and employers were required to furnish the inspector with a certificate of age signed by the parents or lawful guardians of any child in his employ. These provisions were made more stringent in 1904 and again in 1907, the limit being finally placed at fourteen years for both boys and girls, and inspectors being empowered to require verification of certificates by affidavit (55). Additional means of insuring that the age limit of children shall not be exceeded is secured by a provision allowing the inspector to have an examination of the child made by a physician, whose advice as to age or physical fitness may be made a basis for the discharge of a child (56). A very important provision was added to this portion of the law in 1907, when the employment of a child or young girl less than 16 years old, not able to read and write, was forbidden unless in attendance continually at a night school as long as the employment continues or the inability in question exists. At the same time, it was forbidden to receive any child or young person into an industrial establishment as an employee if unable to read and write or without a certificate from the principal or teacher of a night school to the effect that the young per-

(49) R. S. M. Chap. 62, Secs. 6, 7, and 8.

(50) R. S. M. Chap. 62, Sec. 11; Statutes of 1904, Chap. 16, Sec. 5.

(51) R. S. M. Chap. 62, Secs. 12, 13, 14 and 15.

(52) R. S. M. Chap. 62, Sec. 16.

(53) R. S. M. Chap. 62, Sec. 2.

(54) Q. S. 1894, Chap. 33; 1903, Chap. 30; 1907, Chap. 39.

(55) Q. S. 1894, Chap. 33 Sec. 3023; 1907, Chap. 39, Sec. 2.

(56) Q. S. 1894, Chap. 33; Sec. 3024; Stat. 1907, Chap. 39, Sec. 2.

son is attending the same. (57). Generally speaking, the hours of labour for a child or young girl is limited to ten per day and sixty per week, with an hour allowed at noon for meals. In no case, moreover, may the working day for this class begin before six in the morning or end after nine at night. The clause allowing exemption to the above provisions takes account specifically only of interruptions to regular work from accidents to motive power or machinery, no reference being made to trade exigencies. The period for the above exemption is limited to six weeks, during which no longer than twelve hours a day or seventy-two hours a week must be worked (58). The names, ages and exact addresses of women and children employed must be kept in a register by the employer, and the period of each day and week noted during which the children are employed, and the hour at which they commence and finish working (59). These registers are to be always at the disposal of the inspectors, and the penalty for refusing to keep a register by the employer is placed at $30.00, with imprisonment for three months in default of payment (60). Parents and guardians of children employed in contravention of the Act are liable to a fine of $50.00 or imprisonment not exceeding three months in default of payment, unless this employment has been without their consent and is not due to negligence on their part (61).

Tabular Statement of Leading Provisions of Factories Acts with Regard to Child and Female Labour.

With a view of showing at a glance the leading provisions of the different provincial Factories Acts above mentioned, with regard to the employment of women, children and young girls in Canada, the accompanying tabular statement has been prepared, the more important provisions of the several laws being briefly set forth by provinces under a number of headings. It will be seen from the table that all five Acts contain the same definition of the terms "woman" and "young girl," and fix the same age limit for the employment of children in dangerous or unwholesome establishments. In defining the term "child," the statutes of Nova Scotia, New Brunswick, Ontario and Manitoba are identical; in Quebec, the term is narrowed to include only boys under fourteen years of age. The Quebec statutes, however, fixes the same limit for employment in ordinary establishments as in Nova Scotia, New Brunswick and Ontario, viz., fourteen for both sexes; while in Manitoba the limit is fourteen for boys and fifteen for girls. Nova Scotia and Ontario make exemption from this age limit in the case of fruit or vegetable canning establishments. With regard to maximum hours of labour allowed in any case for women, children and young girls, Nova Scotia, New Brunswick, Ontario and Quebec are identical in placing these at sixty per week. In Manitoba the maximum is fifty-four per week for young girls. With regard to exemption, from these provisions, the Quebec Act does not specifically allow trade exigencies to count in this connection. Where longer hours are permitted, the working day must be confined between 6 a.m. and 9 p. m., except in Manitoba and New Brunswick, where the limits set are from 7 a.m. to 10 p.m. and from 6 a.m. to 10:30 p. m. respectively. The maximum week is seventy-two and a half hours in all of the provinces except in Quebec, where it is seventy-two, and in New Brunswick, where it is 81. The Quebec Act differs from the others also in not including specific provisions for the protection and safety of children and young girls about machinery; and neither the Quebec or the New Brunswick Act specifically mention a penalty to cover cases in which the health of children or young girls is threatened with permanent injury by conditions arising out of their employment.

(57) Q. S. 1894, Chap. 33, Sec.3026; Stat. 1907, Chap. 39, Sec. 4.

(58) Q. S. 1894, Chap. 33, Sec. 3027.

(59) Q. S. 1894, Chap. 33, Sec. 3034.

(60) Q. S. 1894, Chap. 33, Sec. 3038.

(61) R. S. O. Chap. 259, Sec. 4.

TABULAR STATEMENT SHOWING LEADING PROVISIONS OF THE LAW IN THE SEVERAL PROVIN-
IN

Province.	Definition of term 'woman'	Definition of term "child."	Definition of term "young girl."	Age limit for employment in dangerous or unwholesome establishments.	Age limit for employment in other establishments	Establishments exempted from preceding provision.	Maximum hours of labour allowed for women, children and young girls.		Circumstances under which exemption to preceding provision is allowed.	Hours within which employment of women, children and young girls must be confined under operation of preceding exemption.*	
							Per dy	Per wk		A. M.	P. M.
Nova Scotia	"A woman of eighteen yrs. and upwards."	"A person under the age of fourteen."	"A girl of the age of fourteen yrs. and under the age of eighteen yrs."	Boys 16 Girls 18	14	Fruit or vegetable canning or dessicating establishments during July, August, Sept. and October.	10	60	In cases of accident to motive power or machinery, or where exigencies of trade demand.	6	9
New Brunswick:	"A woman of eighteen yrs. and upwards."	"A person under the age of fourteen years."	"A girl above the age of fourteen yrs. and under the age of eighteen years."	Boys 16 Girls 18	14	None.	10	60	In case of accident or other interruption to motive power or machinery or where custum or exigency of trade demands.	6	10.30
Quebec:	"A woman of eighteen yrs. and upwards."	"A boy under 14 yrs. of age."	"A girl over 14 and under 18 years of age."	Boys 16 Girls 18	14	None.	10	60	In case of accident to motive power or machinery or where stoppage has been caused from any cause whatever.	6	9
Ontario:	"A woman of eighteen yrs. and upwards."	"A person under the age of fourteen years."	"A girl of the age of fourteen years and under the age of eighteen years."	Boys 16 Girls 18	14	Fruit or vegetable canning or dessicating establishments during July, August, Sept. and October in any year.‡	10	60	In case of accident to motive power or machinery, or where exigencies of trade demand.	6	9
Manitoba:	"A woman of eighteen yrs. of age or upwards."	"A male person under the age of 14, and a female person under the age of 15."	"A girl of the age of 14 yrs. or upwards and under the age of 18 years."	Boys 16 Girls 18	Boys 14 Girls 15	None.	**9	**54	In case of accident to motive power or machinery or where exigencies of trade demand.	**7	**10

*A different apportionment of hours per day is allowed for the sole purpose of shortening the Saturday workday. A register of hours worked must be kept by employers. ** For young girls and women only. ‡ In a room

CES, CANADA, WITH REGARD TO THE EMPLOYMENT OF WOMEN, CHILDREN AND YOUNG GIRLS FACTORIES.

Maximum hrs. of labour allowed under preceding exemption.†		Maximum period for which exemption allowed in any one year.	Specific provisions for the protection of women, children and young girls.	Persons on whom falls burden of proof as to age.	Maximum penalty for employing women, children and young girls so that permanent injury to health is likely to follow.	Maximum penalty for which parents are liable for allowing their children to be employed in contravention of the law.
Per dy.	Per wk					
12½	72½	36 days.	Young girls and women not allowed to clean mill gearing in motion. Former not to work between the fixed and traversing part of any self-acting machine in motion by mechanical power.	Defendant in any suit brought under Act.	$100 fine with costs or imprisonment for 6 months.	$50 fine with costs or imprisonment for 3 months.
13½	81	36 days.	Young girls and women not allowed to work between the fixed and traversing part of any self-acting machine while in motion. No child to be in charge of an elevator.			Fine of $25 with costs, or imprisonment for two months.
12	72	6 weeks	None.	Employer, who must secure a certificate of age from parent. Inspector may appeal to a physician.		$50 fine with costs, or imprisonment for 3 months.
12½	72½	36 days	Children not allowed to clean machinery in motion. Young girls and women not allowed to clean mill gearing in motion. Children and young girls not allowed to work between the fixed and traversing parts of any self-acting machine in motion by mechanical power. Young girls and women required to wear hair closely fastened to head.	Defendant in any action brought under Act.	$100 fine with costs, or imprisonment for 6 months. Parents liable.	$50 fine with costs, or imprisonment for 3 months.
**12	**70½	36 days	Young girls not allowed to clean machinery in motion by mechanical power, or to work between fixed and traversing parts of any self-acting machine. Women and young girls not to clean mill gearing while in motion.	Employer.	$50 and costs, or imprisonment for not less than 3 months in case of children; $100 fine and costs with imprisonment for 6 months in case of young girls and women.	$50 fine with costs, or imprisonment for 3 months.

An hour at noon each day is allowed. † An additional intermission of 45 minutes is allowed for an evening meal. separate from that in which the cooking or dessicating process is carried on.

Employment of Women, Children and Young Girls in Shops.

Four of the provinces of the Dominion, namely, Ontario, Nova Scotia, Manitoba and British Columbia have enacted legislation regulating employment in shops and places other than factories, and in all cases express reference is made to conditions under which children or young persons may be employed in these establishments. A brief summary of the leading provisions of this legislation is as follows:—

Ontario. — In the Ontario Shops Regulation Act the terms "woman", "child" and "young girl" are interpreted as in the factories act, namely, as "a woman of eighteen years and upwards" "a person under the age of fourteen years" and as "a girl of the age of fourteen years and under the age of eighteen years" respectively. ([62])

The age limit for employment in shops is placed at ten years of age ([63]).

Explicit regulations are laid down with regard to the hours of labour of women, children and young girls. The working day for these classes must not begin before seven in the morning or continue after the hour of six in the evening, except on Saturdays or on a day preceding a statutory holiday, when work may be continued until 10 o'clock in the evening. An hour for the noon-day meal is to be allowed, and where employment is prolonged after six in the evening an additional intermission of forty-five minutes for an evening meal is provided for. Work may be prolonged until ten in the evening upon one day of the week other than Saturday as an alternative to the longer employment on Saturday, in which case employment must cease on the Saturday at six in the evening. In view of the demands of the Christmas trade, the provisions of the Act are not operative between December 14th and 24th in each year. ([64])

Clauses are inserted in order to prevent children and young girls employed for a full number of hours in factories from working after hours in shops, though these classes may after working a certain portion of the day in a factory complete the number of hours allowed under the factories act of employment in shops ([65]). A fine ranging from $10.00 to $25 may be imposed on an employer for employing persons contrary to these provisions, with imprisonment in default of immediate payment for a period of from one to three months ([66]).

A register of women, children and young girls must be kept in shops where these classes are employed and must at all times be open to the factory inspector ([67]).

Female employees in shops are to be provided with seats for use when not necessarily engaged in the duties of the shop, and no rule, threat or other contrivance way be employed to prevent the use of these seats. The penalty named is a fine of $10 to $25 with costs or one to three months imprisonment ([68]).

The burden of proof with regard to the age of a child or young girl lies with the defendent in any action brought under the Act ([69]).

The exceptional care taken for the protection of women and children under the Act is shown by the fact that the provision which states that the employer shall not be liable in respect of a repetition of the same offence from day to day to any larger fine than that fixed by the act, makes express exception of cases where the offence is one of employing two or more children, young girls or women contrary to the provisions of the Act ([70]).

Nova Scotia.—In Nova Scotia a "young person" under the Shops Act ([71]) is defined as meaning "any boy under the age of fourteen and any girl under the age of sixteen years, not including persons ordinarily employed as drivers of delivery wagons or vehicles". The

([62]) R. S. O. Chap. 257, Sec. 4.
([63]) R. S. O. Chap. 257, Sec. 6.
([64]) R. S. O. Chap. 257, Sec. 7.
([65]) R. S. O. Chap. 257, Sec. 8.
([66]) R. S. O. Chap. 257, Sec. 9.
([67]) R. S. O. Chap. 257, Sec. 10.
([68]) R. S. O. Chap. 257, Sec. 11.
([69]) R. S. O. Chap. 257, Sec. 29.
([70]) R. S. O. Chap. 257, Sec. 30.
([71]) N. S. Revised Statutes, Chap. 124.

term "woman" is not defined, and female labour as such is taken special cognizance of only to the extent that employers are requested to provide seats in shops, as in Ontario. (72) The provisions of the act do not apply to shops in which the only young persons employed are members of the family dwelling in the building of which the shop forms part (73). The maximum hours of employment allowed are 72 in any one week, made up of 14 on Saturdays and 12 on other working days; this includes meal hours. Other apportionment may be made to give shorter hours on any one day. One hour is allowed for the noon-day meal and 45 minutes for another later meal (74). The penalty for violation of the above provision is a maximum fine of $20 with imprisonment for one month in default of payment, both for employers and for parents who wilfully connive at a violation of the Act (75). A notice referring to the provisions of the Act and stating the number of hours in the week during which a young person may be employed must be posted in every shop in which young persons are employed (76). Employers charged with offences against the Act may have the person actually guilty summoned, and upon proving such person to be guilty, shall be exempt (77). The burden of proof as to the age of any young person lies on the defendant in any action (78). A person shall not be liable for a repetition of an offence against the Act from day to day beyond the largest penalty or imprisonment, except for offences which occur after an information has been laid, or where the charge is that of employing two or more young persons contrary to the Act (79). In summary proceedings for offences under the Act, the information must be laid within one month after the commission of the offence. The name of the ostensible employer or the title of the firm is regarded as sufficient (80).

Manitoba.—The Manitoba Act defines the expression "young person" as meaning any boy under the age of fourteen years and any girl under the age of sixteen years, but does not include persons whose usual employment about a shop is that of a driver of a delivery wagon (81). These classes must not be employed in or about a shop for more than seventy-four hours in any one week, or for more than fourteen hours including meal times on Saturday, or for more than twelve hours including meal times on other days, unless a different apportionment of hours has been made for the purpose of giving a shorter day's work on some other day of the week. An hour is to be allowed for the noon-day meal, and not less than forty-five minutes for an evening meal, between five and eight o'clock, in cases where employment is prolonged after seven in the evening (82). A fine of $20.00 may be imposed on employers guilty of an infringement of this provision, the alternative in default of immediate payment being imprisonment not to exceed one month (83). The parent who consents to the employment of a young person, contrary to the Act is liable to a similar penalty, and a similar penalty is likewise provided for failure on the part of the employers in providing suitable seats for female employees (84). A notice of the above provisions of the Act with regard to hours must be exhibited in a conspicious place in every shop in which any young person is employed. These provisions of the Act do not apply to shops in which the only persons employed are members of the same family who dwell therein, or in a house to which the shop is attached (86). The burden of proof with regard to the age limit of children lies with the defendant in any action (87).

(72) N. S. Revised Statutes, Chap. 124, Secs. 1 and 6.
(73) N. S. Revised Statutes, Chap. 124, Sec. 2.
(74) N. S. Revised Statutes, Chap. 124, Sec. 3.
(75) N. S. Revised Statutes, Chap. 124, Secs. 4 and 5.
(76) N. S. Revised Statutes, Chap. 124, Sec. 7.
(78) N. S. Revised Statutes, Chap. 124, Sec. 8.
(79) N. S. Revised Statutes, Chap. 124, Sec. 9.
(79) N. S. Revised Statutes, Chap. 124, Sec. 10.
(70) N. S. Revised Statutes, Chap. 124, Sec. 12.
(81) R. S. M. Chap. 156, Sec. 19.
(82) R. S. M. Chap. 156, Sec. 20.
(83) R. S. M. Chap. 156, Sec. 21.
(84) R. S. M. Chap. 156, Sec. 22 and 23.
(85) R. S. M. Chap. 156, Sec. 24.
(86) R. S. M. Chap. 156, Sec. 26.
(87) R. S. M. Chap. 156, Sec. 27.

TABULAR STATEMENT SHOWING LEADING PROVISIONS OF THE LAW IN THE DIFFERENT PROVINCES, CANADA, WITH REGARD TO THE EMPLOYMENT OF WOMEN AND YOUNG PERSONS IN SHOPS.

Province	Definition of terms	Age limit under which employment not allowed	HOURS OF LABOUR.								Person on whom falls burden of proof as to age.	Penalty for contravention of act with regard to hours of labour.	Penalty for contravention of act by parents by allowing children to be employed contrary to the act.	Specific provisions for health of female employees.
			Per day		Per week	Allowance for meal times.		Hours within which employment must be confined						
			First five days of week	On Saturday or day preceding holidays		At noon	In evening	A. M.	P. M. On 1st five days	On Saturdays &c.				
Nova Scotia-	"Young person" any boy under the age of 14, and any girl under the age of 16 yrs, not employed as driver of a delivery wagon.	.....	12*	14*	72*	1hr.	45m	.....	.....	.....	Defendant	$20 fine with costs for each person so employed or imprisonment in default of payment for a period not exceeding one month.	$20 fine with costs or imprisonment in default of payment for a period not to exceed one month.	Employers to provide chairs for female employees under a maximum penalty of $20 and costs.
Ontario:	'Woman' a woman of eighteen years & upwards; 'child,' a person under the age of fourteen year's;	10yr.	11*	15*	.....	1hr.	45m	7	6	10	Defendant	$10–$25 fine with costs for each person so employed, with imprisonment in default of payment for from 1–3 months.	.....	Employers to provide seats for female employees under a maximum penalty of $25 with costs.

	"Young girl", a girl of the age of fourteen yrs. and under the age of eighteen yrs.													
Manitoba:	"Young person" any boy under 14, and any girl under 16 except drivers of delivery wagons.	.....	12*	14*	74*	1hr.	45m	.....	.....	.....	Defendant	$20 fine with costs for each person so employed, with imprisonment in default of payment for a period not exceeding 1 month.	$20 fine with costs with imprisonment for a period not exceeding one month in default of payment.	Employers to provide seats for female employees under maximum penalty of $20 with costs.
British Columbia:	"Young person" any boy or girl under the age of 16 years.	.....	11*	13*	66½*	1hr.	45m	.....	.....	.....	Defendant	$20–$50 fine with costs for each person so employed, or imprisonment in default of payment for a period not exceeding one month.	$20–50 fine with costs or imprisonment for a period not exceeding one month in default of payment.	Employers to provide seats for female employees under a maximum penalty of $50 and minimum of $20 with costs.

* Including meal hours.

A provision with regard to the repetition of offences similar to that mentioned in the Ontario law above is included in the Manitoba Statute, while the section relating to procedure is similar to that of Nova Scotia (88).

British Columbia.—The British Columbia Shops Regulation Act, passed in 1900 (89) is similar in outline to those of Manitoba and Ontario, though different in a number of important particulars. A "young person" is defined as "any boy or girl under the age of sixteen years" (90) this being a more lenient application of the Act than in either of the other provinces. No age limit, however, is stated as in Ontario, under which employment is absolutely forbidden, but in the matter of hours of labour the restrictions of the British Columbia Act, limiting the total to 11 in one day on the first five days of the week, 13 on Saturdays and 66½ for the entire week, are lower than in either Manitoba or Ontario (91). Provision is made for an allowance of one hour for the noon-day meal each day, and in cases where employment is continued later than 7 p. m., an allowance of 45 minutes for another or evening meal, between the hours of 5 and 8 p. m., is made (92). The penalty imposed on employers for infraction of the provision with regard to hours is a maximum of $50 and a minimum of $20 with costs, for each person employed, with imprisonment not exceeding one month in default of immediate payment of such fine and costs (93). Parents of children employed in contravention of the Act are liable to a similar penalty. (94) Employers in shops where young persons are employed are, if required, to exhibit in a conspicious place a notice referring to the provisions of the Act and stating the number of hours in the week during which a young person may be lawfully employed (95). The employer of young persons, however, is given power to exempt himself from the above penalties if he can prove that another person than himself is the actual offender, and that the offence was committed without his knowledge, consent or connivance (96). In cases, moreover, where the only young persons in an establishment are members of the same family, dwelling in the same building, or members of the employer's family, dwelling in a house to which the shop is attached, the preceding provisions do not apply (97). The proof of the age of the young person lies upon the defendant in any action. The restriction as to cumulative penalties is similar to that contained in the Ontario and Manitoba Acts, the offence of employing two or more young persons contrary to the Act being excepted from the restriction (98). Separate water closets with separate approaches for male and female employees in shops are enjoined in the British Columbia Act (99).

(88) R, S. M. Chap. 156, Secs. 28 and 29.
(89) B. C. Statutes, 1900, Chap. 34.
(90) B. C. Statutes, 1900, Chap. 34, Sec. 18.
(91) B. C. Statutes, 1900, Chap. 34, Sec. 19.
(92) B. C. Statutes, 1900, Chap. 34, Sec. 19.
(93) B. C. Statutes, 1900, Chap. 34, Sec. 20.
(94) B. C. Statutes, 1900, Chap. 34, Sec. 21.
(95) B. C. Statutes, 1900, Chap. 34, Sec. 23.
(96) B. C. Statutes, 1900, Chap. 34, Sec. 24.
(97) B. C. Statutes, 1900, Chap. 34, Sec. 25.
(98) B. C. Statutes, 1900, Chap. 34, Sec. 28.
(99) B. C. Statutes, 1900, Chap. 34, Sec. 26.

Tabular Statement of Leading Provisions of Shops Acts re Child and Female Labour.

The accompanying tabular statement will show, in a form permitting of easy reference and comparison, the provisions of the different shops regulation acts in force in Canada. It will be seen that while the age limit under which employment is regulated is highest in British Columbia, Ontario is the only province in which a limit is set below which employment is prohibited. Penalties for contraventions of the Act are also highest in British Columbia, and the regulations as to hours most lenient, though Ontario alone defines the hours within which employment must be carried on, and ensures that factory work shall not be engaged in to an excessive degree in conjunction with employment in a shop.

Employment of Women and Children in Mines.

All of the provinces of the Dominion, with the exception of New Brunswick,

Prince Edward Island and Manitoba, have enacted legislation with regard to child and female labour in mines. In Ontario and Quebec the provisions have reference only to metal mines, and in Saskatchewan and Alberta only to coal mines. In Nova Scotia and British Columbia both coal and metal mines come within the scope of the law with regard to the employment of these classes. A summary of the various enactments is as follows:

Nova Scotia.—In Nova Scotia, no boy under the age of twelve years may be employed in or about a coal mine, whether above or below ground (100). Further, no boy of twelve years, or under the age of sixteen may be employed, either below or above ground, for more than fifty-four hours a week, or more than ten hours a day, except in case of accident or emergency. A week in this connection is deemed to begin at midnight on Saturday night and to end at midnight on the succeeding Saturday night. Boys of the age specified, moreover, must be able to read and write, must be familiar with the rules of arithmetic as far as and including division, and must furnish a certificate to that effect from a duly licensed teacher. A provision is added requiring teachers to grant the certificate mentioned after examination without fee upon the application of any boy desiring to seek employment in a coal mine (101).

In the metalliferous mines of Nova Scotia the employment of boys under twelve years of age is also prohibited, whether above or below ground. Boys over twelve and under the age of sixteen may not be employed for longer than ten hours per day, or fifty-four hours per week, the term "week" being defined as in the Coal Mines Regulation Act. A similar proviso with regard to an educational test, as in the Coal Mines Act, is in force (102).

Under both the Coal and Metalliferous Mines Acts, the employment of persons other than males of more than eighteen years of age is forbidden about engines in shafts or levels, though in cases where such an engine is worked by an animal, the driver of the animal may be of fourteen years or over. The latter clause, however, does not apply to operations known in the mines as counter or back balances (103). Misrepresentation as to age on the part of parents or guardians is provided against (104).

British Columbia.—The Metalliferous Mines Act of British Columbia prohibits the employment of boys under twelve and of women and girls underground. Boys under sixteen may not be employed underground for more than ten hours a day or fifty-four hours a week. A person in charge of hoisting machinery must be a male of at least eighteen years of age. A register must be kept of all boys of the age of twelve and under the age of sixteen, and of all such young persons under the age of sixteen employed underground, and of all women and children employed above ground (105).

The provisions of the Coal Mines Regulation Act of British Columbia with regard to the employment of child or female labour are more stringent in a number of particulars than the above. The employment of boys under 12 years of age in any capacity in or about a mine is forbidden, and women and girls of any age may not be employed below ground (106). A boy of the age of thirteen and under the age of fourteen may be employed below ground, but only in mines in which the Minister of Mines, by reason of the thickness of the seams, considers such employment necessary. In any case the boy may not be so employed for more than five days in any one week, nor for more than six hours in any one day (107). A boy of twelve years of age and under the age of fourteen is not allowed to be employed underground for more than thirty hours a week, or more than six hours a day. Moreover, there must be an interval in the employment of boys or young

(100) N. S. Statutes, 1902, Chap. 6, Sec. 1.
(101) R. S. N. S. Chap. 19, Secs. 17 and 18.
(102) R. S. N. S. Chap. 20, Secs. 5, 6 and 7.
(103) R. S. N. S. Chap. 19, Page 224, and Chap. 20, Sec. 19.
(104) R. S. N. S. Chap. 19, Sec. 58, and Chap. 20, Sec. 27.
(105) R. S. B. C. Chap. 135, Secs. 12–14.
(106) R. S. B. C. Chap. 138, Secs. 3 and 4.
(107) R. S. B. C. Chap. 138, Sec. 5.

persons of not less than eight hours between the period of employment on Friday and the period of employment on the following Saturday, and in other cases of not less than sixteen hours between each period of employment. Employment is deemed to begin at the time of leaving the surface and to end at the time of return to the surface, and a week is deemed to begin at midnight on Saturday night and to end at midnight on the succeeding Saturday night. No boy under fourteen years of age is allowed to work below ground for more than six hours in any one day ([108]). As to the employment of women, young persons and children above ground in connection with mines, it is explicitly provided that no child under the age of twelve years may be so employed; that the regulation of the Act with respect to boys under fourteen years of age shall apply to every child so employed; that the regulations of the Act with respect to male young persons under fourteen years of age shall apply to every woman and young person so employed; that no woman, young person or child be employed between the hours of nine at night and five on the following morning, or on Sunday, or after two o'clock on Saturday afternoon, and that intervals for meals be allowed to women and children amounting in the whole to not less than half an hour during each period of employment which exceeds five hours and not less than one hour and a half during each period of employment which exceeds six hours. The provision forbidding employment after two o'clock on Saturday afternoon may be waived by the Minister of Mines in writing; ([109]). A register of boys and male young persons employed in mines must be kept ([110]). The immediate employer of any boy or male young person under fourteen years of age must, before employing such boy or person, report the fact to the manager of the mine or his agent ([111]). Young persons under eighteen years of age are not to be employed about hoisting engines or machinery, but where such machinery is worked by an animal, the driver may be twelve years of age or over ([112]). Penalties for the contravention of the above provisions and for misrepresentation by parents or guardians are provided ([113]).

Saskatchewan and Alberta.—Prior to the creation of the Provinces of Saskatchewan and Alberta, the Coal Mines Regulations Ordinance of the North-west Territories forbade the employment of boys under twelve years of age and of girls and women of any age in the workings of a coal mine ([114]). A register showing the age and address of employees in such mines was required for production at any reasonable time when requested by a mine inspector. Persons in charge of any engine or machinery used about the shaft of a mine were required to be males of at least eighteen years of age. Penalties for non-compliance with these provisions and for misrepresentation as to age by parents or guardians are added. ([115]).

These provisions still remain in effect without amendment in the Province of Saskatchewan. In Alberta, however, a Coal Mines Act was passed in 1906 which, in addition to the provisions cited above, prescribed an educational test in the case of boys over the age of twelve and under the age of sixteen. In order to be employed in or about a coal mine in Alberta, boys under sixteen must be able to read and write, and must have an elementary knowledge of arithmetic under certificate of a Provincial school teacher, provision being made for the holding of examinations by the latter without fee with a view to the granting of the certificate in question ([116]).

Ontario.—The Ontario Mines Act prohibits the employment underground in mines of boys under fifteen years of age. Except in mica trimming works, no girls or women are to be employed at mining work, or allowed to be for the purpose of employment at mining work about or

([108]) R. S. B. C. Chap. 138, Sec. 7.
([109]) R. S. B. C. Chap. 138, Sec. 8.
([110]) R. S. B. C. Chap. 138, Sec. 9.
([111]) R. S. B. C. Chap. 138, Sec. 10.
([112]) R. S. B. C. Chap. 138, Sec. 11
([113]) R. S. B. C. Chap. 138, Secs. 12 and 13.
([114]) O. N. W. T., 1899, Chap. 1, Sec. 1.
([115]) C. O. N. W. T. Chap. 16, Secs. 3–7.
([116]) Alberta Statutes, 1906, Chap. 25, Secs. 6 and 7.

near a mine. (117). Boys of the age of fifteen, and under seventeen years must not be employed in a mine for more than eight hours in any one day or for more than forty-eight hours in any one week, and are not to be allowed below ground at all on Sundays. In reckoning this period of employment, the time between leaving and returning to the surface is to be considered as a period of employment. The term "week" means the period between midnight on Sunday night and midnight on the succeeding Saturday night (118). A register of the boys of this age employed must be kept by the owner of the mine or agent of every mine, and to be open for inspection to the inspector, and a special report by the immediate employer of every boy of the age specified must be made to the owner or agent of the mine of his intention to employ the boy in question (119).

Additional safeguards are provided by the Act as to the age of persons to be employed in connection with certain machinery. Engines, windlasses, or other machinery employed in moving persons down or along shafts must be in charge of a male of at least twenty years of age, except when the engine is worked by an animal, in which case the driver of the animal must not be under sixteen years of age (120). The responsibility for contravention of any of the above provisions is laid upon both the owner and the agent of the mine (121). Parents who make false representations as to the age of their children employed about an engine or windlass as above are liable to the penalty prescribed for violation of the Act, and the boy must be immediately discharged (122).

Quebec.—No women or girls may be employed in the working of any mine in Quebec, and no male child under fifteen years of age in the underground works of any mine or quarry. For male children fifteen years of age but under seventeen years of age, the working week must not consist of more than forty-eight hours, and must not include any Sunday labour. Boys of less than twenty are not to be employed in working machinery in or near a mine unless the machinery is put in motion by horses or other animals, in which case their driver may be sixteen years of age (123). The maximum penalty imposed for violation of the above is placed at $20 and costs for each offence (124).

The New Brunswick and Manitoba Mines Acts have no provisions with regard to the employment of women and children.

(117) R. S. O. Chap. 36, Sec.60; Statutes 1906, Chap. 11 Sec. 192.

(118) R. S. O. Chap. 36, Sec. 61; Statutes 1906, Chap. 11, Sec. 193.

(119) R. S. O. Chap. 36, Sec. 62.; Statutes 1906, Chap. 11, Sec. 194.

(120) R. S. O. Chap. 36, Sec. 63; Statutes 1906, Chap. 11, Sec. 195.

(121) R. S. O. Chap. 36, Sec. 64; Statutes 1906, Chap. 11, Sec. 196.

(122) R. S. O. Chap. 36, Sec. 65; Statutes 1906, Chap. 11, Sec. 197.

Tabular Statements of Leading provisions of Coal and Metalliferous Mines Acts with Regard to Child and Female Labour.

In the accompanying tabular statements the leading provisions of the law with regard to the employment of child and female labour in mines are set forth in a form admitting of easy comparison. It will be seen that female labour is not mentioned in the Nova Scotia Acts. Of the different coal mining regulation acts, the most stringent is that of British Columbia. With regard to metalliferous mining, there is a pronounced similarity between the Nova Scotia and British Columbia Acts on the one hand and the Ontario and Quebec statutes on the other, the latter being considerably more stringent.

Additional Provisions re Child and Female Labour

In addition to the above, provisions of a miscellaneous character with regard to the employment of women and children are found in the statutes of certain of the provinces.

(123) Quebec 55–56 Victoria Article 1548.

(124) Quebec 55–56 Victoria Article 1529.

TABULAR STATEMENT SHOWING LEADING PROVISIONS IN THE DIFFERENT PROVINCES, CANADA, WITH REGARD TO THE EMPLOYMENT OF WOMEN, CHILDREN, ETC., IN COAL MINES

Province.	Classes of which employment is forbidden.	Hours of labour.	Definition of term "week" in preceding section.	Educational test prescribed.	Class to which employment about engines, in shafts, at levels is limited	Age limit for driver of animal—working engines mentioned in foregoing section	Operations to which foregoing section does not apply.	Additional safeguards.
Nova Scotia:	Boys under 12 yrs. in and about coal mines.....	Boys under 16 not to work more than 10 hrs. per day, or 54 hrs. per week, except in case of accident or emergency.....	From midnight Saturday to midnight on succeeding Saturday.	Boys under 16 must be able to read and write and be familiar with arithmetic as far as and including division	Males over 18	14 yrs.	Operations known as counter or back balances.	
Saskatchewan:	Boys under12 yrs. and women and girls of any age in the workings of a coal mine.....	.....	.....	.....	Males over 18	.....	.....	Register showing age and address of employees to be kept.
Alberta:	Boys under 12 yrs. and women and girls of any age in the workings of a coal mine.....	.....	.....	Boys under 16 must be able to read and write and must be familiar with arithmetic as far as and including division.....	Males over 18	.....	.....	Register showing age and address of employees to ke kept.

British Columbia:	Boys under 12yrs. in and about coal mines; women and young girls below ground; boys of 13 and under 14, except in mines sanctioned by Minister...	Boys under 14 not to work overground or underground, and girls and women not to work overground more than 30 hours per week or 6 hrs. per day, with intervals of 16 hrs., except between Fridays and Saturdays, when intervals must be at least 8 hrs.; women, girls and children not to work between 9 p.m. and 5 a.m. of following morning or on Sundays, or after 2 p.m. Saturdays.....	From midnight Saturday to midnight on succeeding Saturday..	.....	Persons over 18	.....	Register of women, boys and young persons employed above or below ground to be kept, and notice of employment of boys to be given.

Under the provisions of the Ontario Liquor License Law, a bartenders' license may not be issued to a woman, or to any person not of the full age of twenty-one years, and of good character ([125]).

The employment of children as express or despatch messengers, as vendors of newspapers and small wares, and as bootblacks, is placed, under the Consolidated Municipal Act of Ontario, of 1903, under the regulation and control of the local Boards of Commissioners of Police ([126]).

A boy apparently under fourteen and a girl under sixteen may be apprehended under the Act for the protection and reformation of neglected children if found employed in any brewery, or in any shop, saloon, tavern or other place where intoxicating liquors are made, bottled or sold. ([127]).

In a schedule appended to an Act to incorporate the Yarmouth and Digby Electric Railway Company, Ltd., passed by the Nova Scotia Legislature in 1902, it was stipulated that no person should be allowed to drive a car unless of the full age of twenty-one years ([128]).

Enforcement of the Law.

With regard to the steps taken to enforce legislation with regard to child and female labour, and the extent to which the legislation has been effective in protecting the classes in question, numerous references will be found in the reports issued from time to time by the various factories' inspectors appointed by provincial governments to carry out the law. A resumé of the more important findings and recommendations of the inspectors in this connection was published in the *Labour Gazette* for November, 1904, pp. 496-8. The reports of mines' inspectors contain similar references.

Kindred Legislation.

In addition to the legislation reviewed above, acts of a more general character for the protection of women and children have been passed in several of the pro-

([125]) Ontario Statutes, 1903 p. 394.
([126]) Ontario Statutes, 1903, p. 302.
([127]) N. S. Statutes, 1906, c. 55, sec. 2.
([128]) N. S. Statutes, 1902, p. 482.

vinces. These have reference to such aspects of the subject as apprenticeship, the rights of minors (†), the treatment of neglected and dependent children, industrial schools and reformatories, childrens' aid societies, the punishment of juvenile offenders, the support of illegitimate children, the treatment of immigrant children, the regulation of maternity boarding houses, etc., The Province of Ontario, in particular, has a large body of legislation dealing with these and kindred matters, with a special officer in the case of the Act regarding neglected and dependent children to secure enforcement. The Criminal Law and other measures enacted by the Dominion parliament, also contain special clauses with reference to the status of children as distinguished from adults. While intimately associated with the condition of women and children under the Canadian law, these Acts are not considered here, inasmuch as they do not specifically refer to employment and the position of the classes in question in the industrial as distinguished from the social and general life of the community.

Compulsory attendance at School.

An exception to this method of treatment may be made in the case of the laws of the several provinces having reference to compulsory attendance at school. In connection especially with the enforcement of the Factories and Shops Acts, the age limit to which attendance at school is made obligatory has proved a matter of first importance in securing the rational application of the law. In provinces, for example, in which the age below which employment is forbidden is higher than that at which attendance at school may cease, it has been found in many instances difficult to obtain a satisfactory enforcement of the law with regard to child labour. It may, in fact, be asserted that the question of the employment of children who might otherwise be in idleness and without restraint, and of children whose parents are destitute and in need of the assistance which the earnings of their children render, have proved among the most perplexing of the problems which a strict enforcement of the law entails. The following statement, accordingly, of the age in the several provinces below which attendance at school is compulsory will be of special interest in connection with the foregoing review.

Nova Scotia.—Children between the ages of 6 and 16 years, if physically and mentally capable, must attend school for at least 120 days in the school year, but a child over 12 years of age, who passes a satisfactory examination in grade seven of common school work, and any other child over 13 years of age who has attended school 60 days during 14 consecutive weeks in the preceding year, if necessity requires him to work, may be exempted from the above provision on permission of the local School Board (129).

New Brunswick.—A comprehensive Act providing for the compulsory attendance of children between the ages of 7 and 12 years at school, was passed in the year 1903. Provision was made in a special way under the Act with reference to the employment of children below the school age (130).

Quebec.—The payment of the fees of school children is compulsory, but there is no provision under the law compelling the attendance of children at school (131).

Ontario.—Under the terms of a special Act respecting truancy and compulsory school attendance, every child between the age of 8 and 14 years must attend school for the full term each year, unless he has passed the entrance examination for high schools, or under certain other specified conditions. The employment of school children during school hours is prohibited under a penalty of $20, unless the child is required in husbandry, or in urgent or necessary household duties, or for the necessary maintenance of himself

(†) A special article dealing with Legislation in Canada with regard to apprentices and minors was published in the *Labour Gazette* for February and March, 1902, Vol 2, pp.470 and 526 respectively. For a further statement re the protection of wages of minors, see also the *Labour Gazette* for October, 1906, p. 387.

(129) R. S. N. S. Chap, 55, sec. 6; see also statutes N. S., 1903-4, chap. 60, sec. 20.

(130) The Act was reviewed at length in the Labour Gazette for June, 1906, at page 1351.

(131) Stat. Que. 1899, chap. 99, sec. 247; see also under heading "Employment in factories" above; see also the Labour Gazette for June, 2907, page 1384.

TABULAR STATEMENT SHOWING LEADING PROVISIONS OF THE LAW IN THE DIFFERENT PROVINCES, CANADA, WITH REGARD TO THE EMPLOYMENT OF WOMEN, CHILDREN, ETC., IN METALIFFEROUS MINES.

Province	Classes of which employment is forbidden	Hours of Labour.	Definition of term "week" in preceding section.	Educational test prescribed.	Class to which employment about joisting engines in shafts and levels is limited.	Age limit for driver of animal working engines mentioned in preceding section.	Operations to which preceding section does not apply.	Additional safeguard.
Nova Scotia:	Boys under 12 yrs. above and below ground.	Boys under 16 yrs not to work more than 10 hrs. per day or 54 hrs. per week except in case of accident or emergency.	From midnight Saturday to midnight of succeeding Saturday.	Boys under 16 must be able to read and write and must be familiar with arithmetic as far as and including division.	Males over 18 yrs.	14 yrs.	Operations known as counter or back balances.	
Ontario:	Boys under 15 not to be employed underground; girls and women not to be employed about or near a mine except in mica trimming works.	Boys under 17 not to be employed more than 8 hrs per day or 48 hrs. per week and not to be allowed below ground on Sundays.	From midnight Sunday to midnight on succeeding Saturday.	.....	Males over 20yrs.	16 yrs.	.....	A register of boys under 17 to be kept, open to the inspector. Notice of intention to employ a boy under 17 must be given to inspector.
Quebec:	Boys under 15 not to be employed underground; women and girls not to be employed in the working of a mine.	Boys under 17 not to be employed more than 8 hrs, per day or 48 hrs. per week and not to be allowed below ground on Sundays.	.....	.....	Males over 20yrs.	16 yrs.	.....	
British Columbia:	Boys under 12 and women not to be employed underground.	Boys under 16 yrs not to work underground more than 10 hrs a day or 54 hrs a week.	.....	.....	Males over 16 yrs.	.....	.....	A register to be kept of boys under age of 16 and of women employed above or below ground.

or some person dependent on him. The Act also provides for the appointment of truancy officers and defines their duties. The onus of proof as to the age of the child lies with the defendant in any action (132)

Manitoba.—Under the Manitoba Public School Act it is declared that every person in rural municipalities between the ages of 5 and 16 years, and in any cities, towns and villages between the ages of 6 and 16 years, shall have the right to attend some school. Attendance, however, is not compulsory (133).

Saskatchewan and Alberta.—The attendance at school of children between the ages of 7 and 12 years inclusive, is compulsory for a period of at least 16 weeks each year, 8 weeks of which time must be consecutive. Provision is made for the investigation of cases of non-attendance, and the appointment and proceedings of truancy officers (134).

British Columbia.—Every child from the age of 7 to 14 inclusive must attend some school or be otherwise educated for six months in every year. Exemption is granted in case the child has reached a standard of education of the same or greater than that to be obtained in the public schools of British Columbia (135).

(132) R. S. O. chap. 296.
(133) R. S. A. M. chap. 143, sec. 211.
(134) N. W. T., Ord. 1900, chap. 29, secs. 144 to 148.
(135) B. C. Stat. 1905, chap. 44, secs. 122 to 124.

Legislation Pending.

The subject of child and female labour has received increased attention during the past year in the Provinces of Ontario and British Columbia. In the former province, a special committee of the Legislature was appointed in February, 1907, for the purpose of conducting an investigation into the administration of the law with reference to child labour. A report was presented during March embodying a comprehensive series of recommendations (*). Following this report, bills were introduced during the present session of the Legislature, containing proposed amendments to the Factories and Shops Regulation Acts, having for their object the further regulation of hours of employment for boys in factories and to further restrict the employment of children in shops and canning factories. In British Columbia, a Factories Act containing extended restrictions on the employment of women and children in industrial establishments was introduced into the Legislature during February. None of these measures had been finally adopted at the end of the month.

(*) For statement re appointment of Committee see the *Labour Gazette* for March, 1907, p. 1008. A report of the proceedings of the Committee and a resumé of its findings were published in the *Labour Gazette* for April, 1907, p. 1122.

DOMINION LEGISLATION, 1908—SEED GRAIN FOR THE PROVINCES OF ALBERTA AND SASKATCHEWAN.

ON February 12th an appropriation act was assented to by the Honourable the Deputy to His Excellency the Governor-General, providing for the granting of a sum of $2,850,000, to be expended in purchasing seed grain for homestead settlers in the provinces of Alberta and Saskatchewan. The following schedule, which is appended to the Act, sets forth the several charges to be made in this connection:

SCHEDULE.

SUMS GRANTED TO HIS MAJESTY BY THIS ACT FOR THE FINANCIAL YEAR ENDING 31ST MARCH, 1908, AND THE PURPOSES FOR WHICH THEY ARE GRANTED.

No. of Vote.	Service.	Amount.	Total.
	Miscellaneous.		
279	To provide an amount to purchase seed grain for homestead settlers in the Provinces of Alberta and Saskatchewan; the cost of said seed grain to be repaid by the settlers with interest at the rate of 5 per centum per annum, and until repayment, to be a lien or charge upon the lands of the settlers held under homestead entry.....	$ 585,000.00	
280	To provide an amount to enable the Government of Canada to advance to the Government of Alberta, by way of loan, a sum for the purchase of seed grain for settlers.....	440,000.00	
281	To provide an amount to enable the Government of Canada to advance to the Government of Saskatchewan, by way of loan, a sum for the purchase of seed grain for settlers.....	1,825,000.00	
			$2,850,000.00

A detailed account of the sums expended under the Act must be laid before the House of Commons during the first fifteen days of the next session of Parliament.

Five other acts relating to railway companies were assented to at the same time as the above.

Order-in-Council Passed.

Previous to the passing of the above, a memorandum dated January 30, 1908, from the Minister of Finance, recommending the legislation, was passed by His Excellency the Governor - General-in-Council. The memorandum set forth the circumstances to meet which the legislation was recommended in part as follows:

The difficulty, according to the information furnished, has arisen through the character of the season of 1907. Owing to a late spring and consequently delayed seeding operations; owing to, in many places, continued and prolonged moisture which prevented the early ripening of the crop, and owing to severe frost affecting the crops in a large portion of these two provinces, the crop of grain is such that in many sections it is wholly unfit for seeding purposes, or is such as would make its use for seeding purposes very inadvisable, and if it is used the crop returns for next season would be imperilled.

It is stated that in certain areas the crop has been abundant and fully matured and is quite satisfactory for seeding purposes, but according to information from the officers of the Seed Division of the Department of the Agriculture, who have made tests of many samples of the grain, there are other areas in which there is practically no grain fit for the seeding operations of the spring of 1908. * * * * *

The Minister observes that, unless prompt action is taken to cope with this situation, the grain crops of the coming year of the two Provinces of Saskatchewan and Alberta will probably be most seriously reduced, and he believes it to be the duty of the public authorities to take immediate steps to avert what would be a disaster affecting the welfare of the whole Dominion. If action should be delayed until the period of the year in which farmers generally arrange for the purchase of their seed grain, it would be impossible for the farmers of these two Provinces, by any individual effort, to secure good seed grain for their spring's seeding. * * *

The Minister also desires to point out that, while many of these farmers are in a good financial standing, it may be found in numerous instances that they will not have the cash available this winter or spring to meet the cost of their seed. This is due largely to the prosperity of the country which has been maintained during the last few years.

The farmers of the Provinces of Saskatchewan and Alberta have, until this season of 1907, been so well satisfied with the profits and results of their agricultural operations that they have hastened to invest their surplus cash and earnings in their business, in the way of the purchase of more land, more implements, more stock, and more buildings, and many of them have not laid by for such an unforeseen contingency as has occurred this year.

The Minister would further submit that the season of 1907 has been so exceptional in its character, and the failure of the crops, in the various sections of the West hereby to be assisted, has been so unexpected in every way, that a condition of affairs has arisen there which calls for extraordinary action to meet the situation.

The Minister observes, that apart from the question of any responsibility that may be said to rest upon the Dominion Government as respects the settlers who occupy homesteads under the Dominion Lands Act, the duty of making provision for such supply of seed grain might properly fall upon the Governments of the Provinces of Alberta and Saskatchewan.

The Minister realizes, however, that under present financial conditions the resources of these Provincial Governments are unequal to the demands of the occasion. Under favourable conditions the Provincial Governments could probably arrange to obtain the requisite advances from Canadian Banks. But while there are signs of im-

provement, the situation is not such as to warrant a belief that the Canadian Banks could be relied on to provide the necessary funds. The Provinces having been but recently organized under their new constitutions, have not yet had time to establish their credit in the money markets of the world. The Minister, therefore, feels that if this urgent need of seed grain is to be promptly met, it will have to be through the co-operation of the Dominion and Provincial governments.

The memorandum concluded by setting forth that before the advances recommended are made, the Provinces of Saskatchewan and Alberta must authorize the loans, the same to be repaid by March 31, 1909.

It may be added that a bill confirming the loan of the Dominion government was subsequently introduced into the Alberta Legislature.

Regulations and Instructions.

Regulations respecting the purchase and distribution of seed grain in accordance with the above legislation were issued by the Hon. the Minister of the Interior during February. Circulars with a view of ascertaining the extent of the need, and instructions as to the procedure to be followed in making application for seed grain advances were also sent out. Repayment of all advances must be secured in the case of homesteaders who have not yet received recommendations for patent, by a lien upon their homesteads, and by those who have received recommendation for patent, or are owners or occupants, or have agreements of sale for purchased land, by security to the Provincial Government satisfactory to that Government.

The price to be charged will be the first cost of the grain, with the cost of cleaning sacking and transportation. Interest on advances will be charged at the rate of 5 per cent. per annum.

OLD AGE PENSIONS AND MINERS' RELIEF SOCIETIES IN NOVA SCOTIA—REPORT OF SPECIAL COMMISSION.

THE commission appointed under the provisions of the Act passed by the Nova Scotia legislature in 1907, intituled "An Act respecting old age pensions and miners' relief societies," for the purpose of examining into and reporting upon the feasibility of adopting some scheme of providing old age pensions for workmen, and in particular for such workmen as have by themselves, or in conjunction with their employers, established benefit and relief societies, and of examining and reporting upon the organization and administration of existing miners' relief societies, submitted its report under date of February 7, 1908 (*). The commission held meetings at various points throughout the province over a period of four months, beginning in September, 1907, and a considerable amount of information was obtained by means of correspondence.

Findings of the Commission.

The matters submitted to the commission fell under the following heads:—

I. The feasibility of adopting some scheme providing old age pensions for workmen;

II. And particularly for such workmen as have either by themselves or in conjunction with their employers established Benefit or Relief Societies.

III. The organization and administration of Relief Societies formed under the Provisions of Chapter 23, Revised Statutes.

Old Age Pensions.

The commission found that a general scheme for old age pensions was not now feasible in Nova Scotia, or likely to be so in the near future. The fact that the number of aged men per thousand is very high in Nova Scotia, higher, indeed, than in any other of the provinces of the Dominion, and that the financial ability of the province is limited, were put forward as the basis of the commission's opinion in this connection.

Pensions for Members of Relief Societies

The Commissioners are unanimously of opinion that were it not for the present Relief Societies and the local conditions which have grown up around them, the ideal system would be to organize one Society of all the colliery workers of Nova

* A reference to the Act was published in the *Labour Gazette* for July, 1907, p. 73. For statement re appointment of commission see *Labour Gazette* for October, 1907, p. 356.

Scotia providing the benefits of the present Societies and adding thereto total disability and old age pension features. There are, however, many difficulties in the way, apart from local conditions, and the Commission recommend, if a total disability and pension scheme is adopted, that however its local administration is worked out, its funds be kept separate and distinct from the present relief funds. It considers that no extended argument is necessary to justify the adoption of some scheme in the province whereby men who have been totally disabled in the coal mines, or have reached old age with its consequent inability to earn a livelihood, should share in the benefit of a fund to which they have been the main contributors. The report adds that the Government may well justify itself in making a contribution to this scheme based to some extent on the portion paid by the men themselves, the coal mines being the greatest provincial asset. With regard to the most practical means of establishing disability and pension fund, the Commission are of the opinion that Chapter 23 of the Revised Statutes, should be recast, and that a permanent board, to be called the Pension Board, should be formed which should have wide powers of framing regulations for the organization and administration of the scheme, the same to be subject to the approval of the Governor-in-Council.

Organization and Administration of Miners' Relief Societies.

The report of the Commission sets forth the results of an extended examination into the organization and administration of existing miners' relief societies. There are at present in Nova Scotia sixteen of these societies. Several anomalies in administration are pointed out in the report. The chief weakness of the societies is stated to be their entire lack of co-operation. It is recommended in this connection that the colliery workers of Nova Scotia, some 12,000 in number, should be organized into one large society with local branches, and that the Government take over the care and management of the funds of the several societies in excess of $1,000. The creation of an emergency or disaster fund was also recommended. A draft bill is submitted to provide for the establishment of the Nova Scotia Colliery Workers' Provident Society in accordance with the above findings.

FACTORY AND SHOP ACTS OF THE BRITISH DOMINIONS.*

A USEFUL handbook has recently been issued by the Industrial Subcommittee of the Victoria League, containing a summary of the factory and shop acts of the British Dominions. In the preface it is said that the object of the volume is to help in the realization of higher standards in industrial conditions by a comparison of the industrial laws, the Mother Country being able to show to the younger countries the errors to avoid, while the daughter States can lead the parent State to a more hopeful and original treatment of problems which threaten alike the welfare of all.

The volume is divided into three parts. Part I contains a general view of the English law. Part II relates to the laws of New Zealand and Australia, and Part III to Canada. A summary of the Cape of Good Hope law is also given, and a number of tables and charts illustrating industrial conditions in Great Britain, New Zealand and Australia, and Canada. There is also a carefully compiled index, which adds much to the usefulness of the book.

The factories and workshops in Great Britain and Ireland are regulated by the Factory and Workshop Act of 1901, a consolidation of previous statutes. This Act is said to be more complicated than any Colonial statute. It provides for the regulation of factories, textile and non-textile; workshops, docks, wharves and warehouses, buildings in course of con-

*The Factory and Shop Acts of the British Dominions, a handbook compiled by Miss Violet R. Markham, together with a General View of the English Law, and a preface by Mrs. H. J. Tennant, London. Eyre Spottoswoode. Pages, 181. Price, two shillings and sixpence.

struction, and railway lines or sidings used in connection with a factory. Provisions are made for the preservation of the health and safety of employees, for the regulation of the hours of employment, for the restriction or prevention of the employment of children, and the restriction of deductions from wages. The administration of the Act is vested in the Home Secretary.

It is stated that the New Zealand Shops and Offices Act, the administration of which is vested in the Minister of Labour, regulates minutely the hours of occupation in different types of shops, the types being determined by difference of district and population, as well as by the character of the business carried on. In New South Wales provision is made for the supervision and regulation of factories, bakehouses, laundries, dye works and shops. A special feature of the law of Victoria lies in the fixing of wages by Special Boards in 49 of the principal trades. The legislation of Tasmania relates principally to the employment of women and children. No factory law exists in British Columbia or in the Cape of Good Hope, and there is practically no Shop Act in the Province of Quebec.

THE PEOPLES' BANK (CO-OPERATIVE) OF LEVIS, QUE.

THE seventh annual report of the executive committee of "La Caisse Populaire de Lévis, Que.," for the year ended November 30th, 1907, was recently published. The following statement with regard to the operations of of the bank during the past year is given:

FINANCIAL STATEMENT.

ASSETS		
Loans		$ 58,549.95
General expenses		412.58
Cash on hand		7,389.71
		$ 66,352.24
LIABILITIES.		
Paid-up capital		$ 48,337.69
Deposits		11,184.25
Interest on deposits		13.78
Dividends		206.22
Total liabilities		$ 59,741.94
Entrance fees	$ 519.20	
Reserve fund	2,254.28	
Provident fund	379.03	
Surplus	579.79	
Total		3,732.30
Profits		2,878.00
		$ 66,352.24

The statement shows that the assets of the bank have increased by $22,822.44 during the past year, as compared with an increase of $7,500 in the preceding year. Paid-up capital and deposits have increased by $21,085.86. Profits amounted to $2,878.00, an increase of $669.00 over those of the previous year.

The following table shows the total receipts of the bank since its establishment on December 6, 1900, to November 30th, 1907:

Paid-up capital		$ 59,058.55
Entrance fees	$ 1,393.50	
Profits	9,835.82	
		11,229.32

The two last amounts are divided as follows:—

Reserve fund	$ 2,254.28	
Provident fund	379.03	
Surplus	579.79	
Interest on deposits	608.95	
Dividends	3,530.08	
General expenses	892.57	
Unappropriated amounts	2,984.62	
	$ 11,229.32	
Savings deposits		$ 51,044.04
Loans repaid		218,543.21
		$339,875.12

Disbursements were as follows:

Withdrawal of shares	$ 10,720.86
Withdrawal of deposits	39,859.79
Loans	277,093.16
Interest on deposits	595.17
Dividends	3,323.86
General expenses	892.57
Cash on hand	7,389.71
	$ 339,875.12

The general business of the bank increased from $232,197.00 to $339,875 or $107,678 during 1907, this being the

rgest increase yet recorded. Total ans also increased during the year y $22,197.00.

During the course of the year His xcellency, Earl Grey, Governor Gene- al of Canada, paid the bank several isits and made application to become shareholder. Upon the granting of is application he also became a de- ositor. This kindly interest in the ffairs of the bank had the effect of rgely increasing the number of share- olders, 5,192 new shares having been ubscribed for during the year.

During the course of the year the ank instituted a plan of saving for pupils of the schools of Levis, St. Joseph and St. Romuald. Deposits of one cent and over may be made by the school children. The deposits during less than three months from this source amounted to $964.00.

IRON AND STEEL BOUNTIES, CANADA, 1907.

THE following statement of bounties on iron and steel paid by the Dominion government during the calendar year 1907 is published by courtesy of the Department of Trade and Commerce, Canada:—

STATEMENT OF BOUNTIES PAID ON IRON AND STEEL DURING THE CALENDAR YEAR 1907.

	PIG IRON	STEEL.	WIRE RODS.	
	Total Bounty paid on Pig Iron.	Bounty paid on Steel.	Bounty paid on Wire Rods	Total Bounties Paid.
ominion Iron and Steel Co., Ltd	$ 313,573.42	$ 497,212.07	$ 412,417.26	$ 1,223,202.75
amilton Iron and Steel Co., Ltd	121,422.26	102,124.04	.....	223,546.30
ova Scotia Steel and Coal Co., Ltd	63,343.25	115,867.08	.....	179,210.33
anada Iron Furnace Co. (Radnor)	13,850.09	.....	.....	13,850.09
anada Iron Furnace Co. (Midland)	32,577.79	.....	.....	32,577.79
ohn McDougall & Co	5,200.93	.....	.....	5,200.93
ondonderry Iron and Mining Co., Ltd	43,534.61	.....	.....	43,534.61
lgoma Steel Co., Ltd	177,570.26	378,698.73	.....	556,268.99
eseronto Iron Co., Ltd	4,487.00	.....	.....	4,487.00
tikokan Iron Company, Ltd	17,210.46	.....	.....	17,210.46
lectric Reduction Company	235.20	.....	.....	235.20
ake Superior Iron and Steel Co., Ltd	.....	5,719.68	.....	5,719.68
ntario Iron and Steel Company	.....	251.77	.....	251.77
Totals	$ 793,005.27	$ 1,099,873.37	$ 412,417.26	$ 2,305,295.90

CHANGES IN WAGES AND HOURS OF LABOUR, CANADA, 1907.*

Wages during the first ten months of the calendar year 1907 were upward o a marked degree, the tendency in this irection being more pronounced than in 906, or in any previous year since 1903. This upward movement was most notable during the second quarter of the year, n which over 17,000 railway employees, 0,000 textile workers and 5,000 miners received advances. In the first quarter, ome 6,000 miners and 2,000 railway em- ployees were increased, and in the third quarter, some 2,500 miners, 2,400 printers nd 3,400 railway employees received advances. In the fourth quarter the general tendency of wages was downward, the cause being the falling off in industrial activity resulting from the stringency in the money market. Unskilled labour, lumbermen, factory hands and metal miners in British Columbia were the classes chiefly affected. In the case of the metal miners, it may be remarked

*The following article is based on the quarterly articles dealing with changes in wages and hours of labour published in the May, August, November, 1907, and February, 1908, issues of the *Labour Gazette*, together with certain supplementary information obtained since t e close of the calendar year.

that the decline followed upon an advance granted earlier in the season. In the lumbering industry, also, though the wages of employees in the camps of Ontario and the Eastern Provinces were reduced during the autumn months, river drivers and sawmill hands during the spring season obtained very substantial increases. With regard to factory employees and unskilled labour, a comprehensive return was not obtained.

In the accompanying tabular statement, an analysis is presented showing aggregate returns of the changes of the year in the several industries and groups of trades:—

TABLE SHOWING, BY INDUSTRIES AND GROUPS OF TRADES, APPROXIMATE RESULTS OF CHANGES IN WAGES AND HOURS OF LABOUR AMONG SKILLED EMPLOYEES, CANADA, REPORTED TO THE DEPARTMENT OF LABOUR DURING THE CALENDAR YEAR 1907 (*).

Industries and groups of trades.	Number of workpeople effected.	Total increase in weekly earnings.	Total decrease in weekly earnings.	Total increase in hours of employment per week.	Total decrease in hours of employment per week.
Lumbering	2,100		$ 4,200		
Mining	16,580	$ 10,900.00			400
Building	8,724	1,706.75			8,105
Metal, engineering and shipbuilding	2,339	2,825.50			1,850
Woodworking	481	113.75			1,405
Printing and allied	2,648	249.00			14,697
Clothing	303	501.50			
Leather	370	355.45			90
Textile	9,863	8,225.00			3,000
Food and tobacco preparation	1,430	1,480.00			750
General transport	2,881	3,238.00			
Railway employees	22,245	21,500.00			7,290
Street railway employees	5,686	5,786.00			
Retail clerks	386				
Civic employees	1,631	213.00			
Miscellaneous	38	19.00			

(*) It is not to be assumed that the above represents a comprehensive statistical return of every change in wages or hours of labour that went into effect in Canada during 1907. Doubtless there were a number of changes of which information did not reach the Department. As an index, however, of the general tendency of wages during 1907, the return is accurate and reliable.

A special feature of the year, as above remarked, was the number of advances granted to railway employees. A list of the more important increases granted was as follows: Conductors in the employ of the Canadian Pacific and Quebec Central Railway companies; baggagemen and brakemen in the employ of same companies; locomotive engineers in the employ of the Quebec Central, Canadian Pacific, Michigan Central, Grand Trunk and Temiscaming and Northern Ontario Railway Companies; locomotive firemen in the employ of the Quebec Central, Michigan Central, Canadian Pacific and Temiscaming and Northern Ontario Railway Companies; railroad telegraphers in the employ of the Canadian Pacific, Temiscaming and Northern Ontario and Grand Trunk Railway Companies; trainmen in the employ of the International Railway Company; switchmen and yardmen in the employ of the Grand Trunk and the Canadian Pacific Railway Companies; maintenance-of-way men in the employ of the Canadian Pacific, Canadian Northern, Intercolonial and Grand Trunk Railway Companies; freight handlers in the employ of the Grand Trunk and Intercolonial Railway Companies; carmen, car shop hands, boilermakers, machinists, etc., in the employ of the Canadian Pacific, the Michigan Central, Intercolonial and Grand Trunk Railway Companies.

Street railway employees obtained increases at the following points: St. John, N. B.; Montreal, Hull, Que.; Ottawa,

Niagara Falls, St. Catharines, Toronto and St. Thomas, Ont., and New Westminster, Vancouver and Victoria, B. C.

Among the coal mining companies which granted new scales of wages were the following: Alberta Railway and Irrigation Company, Lethbridge, Alta.; Canada West Coal and Coke Company, at Taber, Alta.; the Domestic Coal Company and Duggan, Huntrod & Company, Limited, at Taber, Alta.; Strathcona Coal Company, Strathcona, Alta.; Crow's Nest Pass Coal Company, Fernie and Michel, B. C., and other companies included in the Western Coal Operators' Association; Hillcrest Coal and Coke Company, Hillcrest, B. C.; Hosmer coal mines at Hosmer, B. C.; St. Eugene Mining Company of Moyie, B. C.; Western Fuel Company, Nanaimo, B. C., and the Wellington Coal Company at Extension, B. C.

The increases in the building trades, according to classes, were as follows:—

INCREASES IN BUILDING TRADES, 1907.

Class.	Number of workpeople affected.	Total increase in weekly earnings.	Total decrease in weekly earnings.	Total increase in hours of employment per week.	Total decrease in hours of employment per week.
Stone and granite cutters	$ 330	$ 425.00			
Bricklayers and masons	2,350	3,570.00			3,840
Plumbers	407	1,025.75			165
Gas fitters	35		36.25		
Lathers	150	412.50			
Carpenters	2,850	6,284.00			760
Painters	1,440	2,157.50			
Builders' Labourers	1,162	1,831.75			

INCREASES IN WAGES GRANTED DURING 1907 TO EMPLOYEES OF THE VARIOUS DEPARTMENTS OF THE DOMINION GOVERNMENT.

IN connection with the review above presented of changes in wages and hours of labour taking effect throughout Canada during the calendar year 1907, it is of interest to note in a special way the extent to which employees of various classes of the Dominion Government were included in the movement for higher rates of remuneration.

In the statement given below a detailed account will be found of the more important increases in schedule which were granted by the several departments of government during 1907, no reference being made to increases occurring under the authority of previous statutes or regulations.

It will be seen that altogether several thousand employees of the Government received increases in wages during 1907 to the aggregate extent, in the case of the Department of Railways and Canals, of approximately a quarter of a million dollars annually, in the case of the Department of Customs of $160,000 annually, and to a considerable, though less extent in certain other departments.

Department of Customs.

The salaries of officials in the outside service of the Department of Customs, Canada, were increased during the year by about $160,000.

Department of Public Works.

Some 45 caretakers, watchmen, mechanics, labourers and carters received increases in wages during 1907.

Post Office Department.

Country postmasters throughout Canada, whose salaries are based on the revenue of the offices, had their salaries

increased to the following scale of remuneration, which became effective on April 1st 1907:—

Salary.—Fifty per cent. on the first $1,000 of revenue, 30 per cent. on all over $1,000 and up to $10,000, and 20 per cent. on all over $10,000 of revenue, the minimum scale to be $35.

Allowance for night duty.—An allowance will be paid for night duty when a Postmaster is required to be on duty after 9 p. m. or before 7 a. m. The minimum allowance will be $10 and the maximum $100, according to the time employed and the work done.

Allowance for forward duty.—The rate of remuneration will be 12½ per cent. on the revenue of the office for which direct or indirect forward duty is performed.

Allowance for rent, light and fuel.—This allowance is to be increased by 25 per cent. Therefore, if a Postmaster is now receiving $100 under this head, he will receive $125 under the new scale.

Prior to the change the scale was as follows:

Salary.—Forty per cent. on the first $800 of revenue, 25% on all over that amount up to $10,000, and 15% on all over $10,000, with an additional 10% increase.

Allowance for night duty.—An allowance was paid for night duty when a Postmaster was required to be on duty after 10 p. m. or before 6 a.m., the minimum allowance being $6 and the maximum $60, according to the time employed and work done.

Forward allowance.—The rate of remuneration was 10 per cent. on the revenue of the offices for which direct forward duty was performed, and 5 per cent. for indirect forward duty; that is, where the forwarding was done through a second forward office.

Rent allowance.—As stated in the accompanying circular, the allowance for rent has been increased by 25%.

The number of offices affected by the change is about 11,500.

Department of Militia and Defence.

Some increases were made to caretakers of armouries and to some employees of the Dominion arsenal for special causes.

Department of Indian Affairs.

Agents, sub-agents, interpreters, clerks, inspectors, farmers, etc., to the aggregate number of 39 had their salaries increased by from $60 to $300 per annum.

Department of Trade and Commerce.

Seventeen employees of this Department, engaged in the grain inspection service in western Canada received increases in pay, the average rate being $115 per month for experienced men. The employees are paid direct from Ottawa. The increase amounted to from 25% to 30%.

Department of Marine and Fisheries.

During the present fiscal year a number of increases were granted or continued to workmen employed by the Department of Marine and Fisheries, Canada., at the Charlottetown, P. E. I,. Quebec, Que., Ottawa, Ont., and Victoria, B. C., agencies of the Department. Among the classes affected were foremen and overseers at Charlottetown, and miscellaneous building employees at Ottawa, Ont., and Victoria, B.C. The following comparative statements set forth the several changes in detail and indicate the general level of wages at the different localities mentioned:—

TABLE OF RATES OF WAGES PER HOUR PAID AT AGENCY OF DEPARTMENT OF MARINE AND FISHERIES, QUEBEC QUE., 1897, 1903 AND 1907.

Class of Labour.	Wages 1897.	Wages 1903.	Wages 1907.	Wages 1907*
Blacksmiths	17½–20	17½–20	20–25	2[illegible]
Boilermakers	.....	17½–20	20–25	.....
Helpers	15	15–17½	17½–20	.....
Carpenters	16	17½–20	20–25	20–22½
Joiners	15–20	16–20	20–25	20–22½
Labourers	10–12½	12½–15	17½	1[illegible]
Masons	22½	25	30–35	.....
Bricklayers	22½	25	40–50	30–3[illegible]

*The last column shows the wages paid to the workmen sent to stations where they are boarded by the Government.

TABLE OF WAGES PAID AT OTTAWA, ONT., AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES, CANADA 1905 AND 1907.

Class of Labour.	Wages, 1905.	Wages 1907.
Building labourers	20c. per hour	25c. per hr.
Carpenters	22 2-9 to 25c.	30 to 35c. "
Masons and bricklayers	43c. per hour	47c. "
Painters and paperhangers	22c. per hour	27½ to 30c. "
Plasterers	25c. per hour	35c. "
Stonecutters	43c. per hour	44c. "
Plumbers and cornice workers	32½c. per hr.	40 to 45c. "
Blacksmiths	22 2-9c. p. hr.	33 1-3c. p.h[illegible]

NOTE.—The above are the wages in demand under normal conditions, but where men have to be secured for work in isolated places, the rates have to be advanced somewhat.

TABLE OF WAGES PAID AT VICTORIA, B. C., AGENCY OF DEPARTMENT OF MARINE AND FISHERIES, CANADA 1906 AND 1907.

Class of Labour.	Wages, Present year.	Wages, Past fiscal year.
Foreman carpenters	$ 6.00	$ 5.00 per day.
Carpenters	3.50 to $4.	4.00 to 4.50 p. d[illegible]
Labourers	2.75 to $3.	2.50 to 3.50 p. d[illegible]
Foreman riggers	5.00	None.
Shipwright	5.00	5.00
Bricklayers	5.00	None.

Table of Wages Paid at Charlottetown Agency, Department of Marine and Fisheries, 1906–07 and 1907–08.

Class of Labour.	Wages, 1906–07.	Wages, 1907–08.
Boat builders	$ 2.00 per day	$ 2.00 per day
Carpenters	1.25 to 1.75 per day	1.25 to 1.75 per day.
Carpenters, foreman	2.25 to 2.50* per day	2.25 to 2.50* per day.
Caulkers	2.50 per day	2.50 per day.
Cooks for construction gangs	20.00 per month	20.00 per month.
Electricians	4.00 per day	4.00 per day.
" assistants	2.00 "	2.00 "
Engine driver (donkey)	2.50 "	2.50 "
Labour	1.50 " in country	1.50 " in country.
Labour, with horse	1.50 to 2.00	1.50 to 2.00 per day in country
Labour, with horse	3.00 " in Charlottet'n	3.00 " in Charlottet'n.
" with dory landing supplies	2.50 "	2.50 "
" " landing 2 men	4.00 "	4.00 "
" longshoremen, 7 a. m. to 6 p. m.	.25 per hour	.25 per hour.
" " 7 p. m. to 6 a. m.	.35 "	.35 "
" " foreman stevedore	.35 "	.35 "
" " office clerk (chief)	.35 "	.35 "
" " office clerk (assistants)	.25 "	.25 "
" " watchman (night)	1.50 per day	1.50 per day.
" foreman of labour	.35 per hour	.50 per hour.
Machinists (master)	.40 "	.40 "
" (assistant)	.30 "	.30 "
Masons	1.75 per day	1.75 per day.
Overseers of work at light stations	2.00 "	2.00 to 2.50 per day.
Painters	1.25 to 1.75	2.00 to 2.50 "
" foreman in Charlottetown	2.00 "	2.50 per day.
Plumbers	.30 per hour	.30 per hour.
" (assistant)	.20 "	.20 "
Wharf builders (foreman)	2.50 per day	2.50 per day.
Wharf builders (carpenters)	1.75 "	1.75 "

* In one case $2.75 had to be paid in Sumerside in consequence of scarcity of labour.

The following additional information with respect to wages paid by the Department of Marine and Fisheries, Canada, to employees in dockyards etc., at Halifax, N.S., Dartmouth, N.S., St John, N.B., and Sorel, Que., during the fiscal year 1907-08, will be of interest, the rates being unchanged in said locality from those of 1906-07.

Table of Wages Paid on Work Performed in New Brunswick Agency, 1907–08.

Class of Labour.	Rate of Wages.
Caulkers, foreman	$3.00 per day.
Caulkers, workmen	2.50 "
Carpenters, foreman	3.50, $3.00 & $2.50 p. dy
Carpenters, workmen	2.50, 2.00, 1.75 & 1.50.
Boilermakers and blacksmiths, foreman	3.00 and $2.50 per day.
Boilermakers and blacksmiths, workmen	2.00 per day.
Masons, foremen	.45 per hour.
Masons, helpers	.25 per hour.
Masons, workmen	2.50 per day.
Masons, labourers	1.75 per day.
Bench work	.30 per hour.
Machine work	.40 per hour.
Caulkers	.50 per hour.
Forge work	.60 per hour.
Painters, foreman	3.00 per day.
Painters, workmen	2.75 per day.
Labourers	2.00, $1.50 & $1.35 per d.
Plumbers, foreman	3.00 per day.
Plumbers, workmen	2.50 per day.

Table of Wages Paid to Employees Halifax, N. S., dockyard, 1907-07.

Class of Labour.	Rate of Wages.
Storekeeper	$ 2.60 per day.
Timekeeper	2.00 "
Storeman	$ 1.50 to 1.75 "
Carpenter foreman	2.50 "
Carpenter's assistant	Monthly 60.00 per month.
Carpenter	$ 2.25 to 2.50 per day
Boat builders (chief)	2.50 "
Boat builders (asst.)	$ 1.75 to 2.00 "
Blacksmiths	$ 2.25 to 2.50 "
Blacksmiths' helper	$ 1.75 to 2.00 "
Painters (foreman)	2.25 "
Painters	1.75 "
Machinist	2.00 "
Engineers	$ 1.75 to 2.25 "
Tinsmith	50.00 per month.
Mason	2.00 per day
Caretaker machn'ry.	1.65 "
Electrician	1.75 "
Police Chief	1.50 "
Police	1.25 "
Caretakers and watchman	1.50 "
Rigger	1.75 "
Coxswain	1.50 "
Clerks	$1.50 to 2.00 "
Stevedore	1.75 "
Labourers	$ 1.25 to 1.50 "
Team per day (and driver)	3.00 "
Telephone boy	.50 "
Acting Inspector of Lights	$75.00 to 100.00 per month.

TABLE OF WAGES PAID AT DARTMOUTH, N. S., DOCKYARD. 1907–08.

Class of Labour.	Rate of Wages.
Storekeeper	$ 2.60 per day.
Timekeeper	$ 1.50 to 2.00 "
Storeman	1.50 "
Carpenter foreman	75.00 per month.
Carpenter asst. foreman	50.00 to 60.00 per month.
Carpenter	2.25 to 2.50 per day.
Boat builders	2.50 "
Boat builders' assistant	1.75 to 2.00 "
Blacksmith	2.25 to 2.50 "
Blacksmith helpers	1.75 to 2.00 "
Painter foreman	2.25 "
Painters	1.50 to 1.75 "
Machinist	2.00 to 2.50 "
Engineers	1.75 "
Tinsmith	50.00 per month.
Mason	2.00 "
Caretaker machinery	1.65 per day.
Electrician	1.75 "
Police Chief	1.25 "
Police Chief	1.00 "
Caretakers and watchman	1.50 "
Rigger	1.75 "
Coxswain	1.50 "
Clerks	2.00 "
Stevedore	1.50 to 1.75 "
Labourers	1.00 to 1.50 "
Team per day (and driver)	3.00 "
Telephone boy	.50 "

TABLE OF WAGES PAID IN THE SOREL, QUE., SHIPYARD DURING 1907, PER DAY OF TEN HOURS.

Class of Labour.	Rate of Wages.
Machinists	$1.60 to $2.50
" helpers	1.25 to 1.60
apprentices	.50 to 1.25
Blacksmiths	2.00 to 2.75
" helpers	1.35 to 1.75
Boilermakers	1.75 to 2.00
" riveters	1.60
" helpers	1.45
" rivet boys	.50 to 1.00
Carpenters	1.60 to 1.90
" pattern makers	2.00 to 2.50
" helpers	1.40 to 1.60
Electrici	1.60 to 2.00
helpers	1.25 to 1.60
apprentices	.50 to 1.00
Steamfitters	1.80 to 2.50
" helpers	1.25 to 1.60
" apprentices	.50 to 1.00
Painters	1.50 to 2.00
Caulkers	1.75
Labourers	1.25 to 1.40

Department of Railways and Canals.

A number of very important increases in wages went into effect among employees of the Intercolonial and Prince Edward Island Railways and on the Government canal system during 1907.

Early in the year the following increases among *clerks* employed on the I. C. R., were granted, the changes dating from September 1, 1908:

STATEMENT OF INCREASES GRANTED TO I. C. R. CLERKS DATING FROM 1ST SEPTEMBER, 1906.

No.	Old Rate.	New Rate.
	At Moncton, N. B.:	
1	$ 125.00	$ 150.00
1	116.66	125.00
1	70.00	75.00
1	66.00	70.00
1	65.00	80.00
4	65.00	70.00
1	63.00	70.00
1	60.00	70.00
1	56.00	65.00
1	55.00	60.00
1	50.00	60.00
2	50.00	55.00
1	47.00	50.00
1	45.00	55.00
8	45.00	50.00
2	42.00	50.00
2	42.00	45000
1	40.00	55.00
1	40.00	50.00
6	40.00	45.00
1	38.00	45.00
1	35.00	50.00
4	35.00	45.00
12	35.00	40.00
1	30.00	45.00
4	30.00	40.00
4	30.00	35.00
1	25.00	40.00
2	25.00	30.00
2	20.00	40.00
1	20.00	30.00
2	20.00	25.00
1	16.00	20.00
1	15.00	20.00
	At Halifax, N. S.:	
1	$ 75.00	$ 80.00
1	35.00	50.00
1	35.00	40.00
1	30.00	35.00
1	28.00	35.00
1	25.00	30.00
	At Truro, N. S.:	
1	$ 48.00	$ 55.00
	At New Glasgow, N. S.:	
1	$ 50.00	$ 55.00
2	40.00	45.00
1	30.00	35.00
	At Sydney, N. S.:	
1	$ 66.00	$ 75.00
	At Amherst, N. S.:	
1	$ 55.00	$ 60.00
1	50.00	55.00
1	40.00	45.00
1	35.00	40.00

INCREASE GRANTED TO I. C. R. CLERKS.—*Con.*

No.	Old Rate.	New Rate.
	At St. John, N. B.:	
1	$ 60.00	$ 70.00
1	51.75	55.00
1	35.00	40.00
1	35.00	40.00
1	35.00	37.50
	At Campbellton, N. B.:	
1	$ 55.00	$ 65.00
	At Riviere du Loup, P.Q:	
1	$ 46.00	$ 60.00
1	40.00	45.00
1	20.00	25.00
	At Quebec, P. Q.:	
1	$ 45.00	$ 55.00
	At Montreal, P. Q.:	
1	$ 75.00	$ 83.33
1	65.00	75.00
1	35.00	40.00

Among *employees in the Mechanical Department* of the I. C. R., the following increases were dated from Oct. 1, 1906:—

STATEMENT OF INCREASES GRANTED TO EMPLOYEES IN THE MECHANICAL DEPARTMENT, I. C. R., DATING FROM OCTOBER 1ST, 1906.

No.	Old Rate.	New Rate.
	At Moncton, N. B.:	
1	27 cents per hour.	29 cents per hour.
14	23 "	24 "
8	22 "	23 "
4	22 "	24 "
3	21 "	23 "
3	21 "	22 "
10	20 "	22 "
22	20 "	21 "
2	19 "	21 "
5	19 "	20 "
1	18 "	21 "
12	18 "	20 "
19	18 "	19 "
6	17 "	19 "
15	17 "	18 "
6	17 "	20 "
2	17 "	21 "
8	16 "	18 "
15	16 "	17 "
1	15 "	20 "
3	15 "	19 "
16	15 "	17 "
2	15 "	18 "
20	15 "	16 "
2	14 "	16 "
19	14 "	15 "
2	14 "	17 "
1	13 "	16 "
11	13 "	15 "
6	13 "	14 "
	Fuel Inspectors:	
5	$50.00 per month.	$60.00 per month.

INCREASE GRANTED TO I. C. R., EMPLOYEES.—*Con.*

No.	Old Rate.	New Rate.
	At Sydney, N. S.:	
2	22 cents per hour.	23 cents per hour.
1	17 "	19 "
1	17 "	18 "
1	15 "	17 "
1	15 "	16 "
1	14 "	15 "
1	13 "	15 "
	At North Sydney, N. S.:	
1	18 cents per hour	$55.00 per month.
	At Point Tupper, N. S.:	
1	15 cents per hour.	17 cents per hour.
	At Mulgrave, N. S.:	
1	14 cents per hour.	16 cents per hour.
1	13 "	15 "
1	13 "	14 "
1	$35.00 per month.....	$40.00 per month.
	At Truro, N. S.:	
1	21 cents per hour.	22 cents per hour.
1	20 "	22 "
1	20 "	21 "
1	16 "	18 "
1	14 "	15 "
1	13 "	15 "
	At Richmond, Que.:	
1	26 cents per hour.	28 cents per hour.
2	23 "	24 "
2	22 "	24 "
2	22 "	24 "
4	22 "	23 "
3	21 "	22 "
1	20 "	22 "
2	20 "	21 "
1	19 "	20 "
2	18 "	20 "
1	17 "	19 "
3	17 "	18 "
1	16 "	18 "
2	16 "	17 "
4	15 "	16 "
1	14 "	16 "
1	13 "	16 "
2	13 "	14 "
1	$40.00 per month.....	$50.00 per month.
2	35.00 "	40.00 "
	At St. John, N. B.:	
1	19 cents per hour.	20 cents per hour.
2	17 "	18 "
1	16 "	18 "
2	16 "	17 "
2	15 "	16 "
1	14 "	15 "
1	13 "	16 "
1	13 "	14 "
1	$55.00 per month.	$60.00 per month.
1	25.00 "	30.00 "
	At Stellarton, N. S.:	
1	18 cents per hour.	20 cents per hour.
1	17 "	19 "
3	16 "	18 "
1	15 "	18 "
1	15 "	17 "
1	15 "	16 "
1	14 "	16 "
2	14 "	15 "
1	13 "	15 "

INCREASE GRANTED TO I. C. R., EMPLOYEES.—*Con.*

No.	Old Rate.	New Rate.
	At Pictou, N. S.:	
1	17 cents per hour.	19 cents per hour.
	At Gibson, N. B.:	
1	18 cents per hour.	$55.00 per month.
1	16 "	17 cents per hour.
1	14 "	16 "
	At Chatham, N. B.:	
1	$35.00 per month.	$40.00 per month.
1	15 cents per hour.	17 cents per hour.
	At Newcastle, N. B.:	
3	15 cents per hour.	17 cents per hour.
2	15 "	16 "
2	13 "	14 "
	At Campbellton, N. B.:	
2	22 cents per hour.	23 cents per hour.
1	20 "	21 "
1	15 "	16 "
	At Riviere du Loup, P Q.	
2	24 cents per hour.	25 cents per hour.
3	23 "	24 "
2	22 "	24 "
5	22 "	23 "
1	21 "	23 "
8	21 "	22 "
1	20 "	22 "
3	20 "	21 "
1	19 "	20 "
1	18 "	19 "
2	18 "	20 "
4	17 "	18 "
1	16 "	19 "
1	16 "	18 "
4	16 "	17 "
5	15 "	16 "
1	14 "	16 "
2	14 "	15 "
1	13 "	15 "
2	13 "	14 "
1	$55.00 per month.	$60.00 per month.
1	18 cents per hour.	20 cents per hour.
2	17 "	18 "
1	$35.00 per month.	$38.00 per month.
	At Chaudiere, P. Q.:	
2	23 cents per hour.	24 cents per hour.
1	22 "	24 "
1	22 "	23 "
3	21 "	22 "
1	19 "	20 "
1	17½ "	18 "
1	16 "	18 "
1	15 "	16 "
1	14 "	15 "
2	13 "	15 "
1	13 "	14 "
	At Water Service:	
	Tank Carpenter,	
1	$70.00 per month.	$75.00 per month.
	Tankmen,	
3	$40.00 per month.	$42.50 per month.
10	37.50 "	42.50 "
1	35.00 "	42.50 "

Freight handlers employed by the I. C. R., at Halifax, N.S., received two increases in wages during 1907. An increase in accordance with the following schedule was voluntarily conceded from April 1, 1907.

Class.	No	Old Rate.	New Rate.
Freight foremen.....	3	$55.00 per month	$57.50 per month.
Freight checkers.....	7	45–$50 per month	$52.50–$55 per m.
Freight porters.....	40	$1.40 per day...	$1.50 per day.

By an agreement effected under the Conciliation and Labour Act., during September, 1907 a further increase also dating from April 1, was granted to employees of this class as follows:—*

Foremen (3) to receive $60 per month.
Checkers (13) to receive $52.50 per month.
Junior checkers (12) to receive $47.50 per month.
Porters (22) to receive $1.50 per day for first year's service and $1.60 per day thereafter.

From April 1, 1907, *Employees in the mechanical department* of the I. C. R. system had their wages increased as follows:—

Class.	No.	Old Rate.	New Rate.
Machinists.....	397	$13.92 per wk.	$15.08 per wk
Boilermakers.....	109	14.50 "	15.66 "
Blacksmiths.....	104	12.76 "	13.92 "
Tinsmiths.....	18	12.76 "	13.92 "
Enginehouse men	248	7.54 "	8.12 "
Carmen.....	696	12.18 "	13.34 "
Labourers.....	129	7.54 "	8.12 "

Maintenance-of-Way Employees were also increased from April 1, as follows :**

Class.	No.	Old Rate.	New Rate.
Foremen.....	262	18½c. per hr.	20 c. per hr
Trackmen.....	1,340	14 c. "	15 c. "
Carpenters.....	17	20 c. "	22½c. "
Blacksmiths.....	8	22 c. "	24 c. "

The aggregate amount of the above and other miscellaneous advances is estimated at $221,351.86 per annum.

*For statements with reference to proceedings in this connection see the *Labour Gazette* for August and September, 1907, pp. 180 and 289 respectively.

**The full text of the new agreement was published in the *Labour Gazette* for February, 1908, p. 997.

Increases were granted to employees on the Welland and Rideau Canals as follows:—

Rideau Canal:

Class.	Old Rate.	New Rate.
Stonecutters	43c. per hour..	44c. per hour.
Masons	45c. per hour..	47c. per hour.

Welland Canal:

Class.	No	Old Rate.	New Rate.
Lock and bridge masters and tenders	172	$45 per month..	$50 per month.
Foremen carpenters	5	$2.80 per day...	$3.10 per day.
Carpenters and divers	20	$2.25 per day...	$2.50 per day.

IMMIGRATION AND COLONIZATION.

Recent Immigration Returns.

IMMIGRATION through ocean ports during January, declared for Canada, was as follows:—

IMMIGRATION RETURNS DURING JANUARY, 1908.

	Male.	Female.	Children under 12.	Total.
Immigrants. .	1,632	668	505	2,805
Returned Canadians	394	75	30	499
Tourists	61	17	16	94
Totals	2,087	760	551	3,398

A summary of immigration proper through ocean ports, declared for Canada, from April, 1907, to January, 1908, is as follows:—

IMMIGRATION BY OCEAN PORTS, APRIL, 1907—JANUARY, 1908.

	Male	Female	Children under 12	Total.
April	24,972	5,052	4,414	34,438
May	24,744	7,153	6,858	38,755
June	18,107	7,171	7,041	32,319
July	11,841	4,695	4,410	20,946
August	8,584	4,431	3,921	16,936
September	8,085	4,055	3,064	15,204
October	6,939	3,640	3,018	13,597
November	5,376	2,632	2,101	10,109
December	3,886	1,284	929	6,099
January	1,632	668	505	2,805
Total	114,166	40,781	36,261	191,208
Corresponding months of 1906 and 1907				135,115
Increase 1907–08				56,193
Percentage of increase				42%

The following is a statement of immigration from the United States from April, 1907, to January, 1908, (ten months), compared with the corresponding months of 1906 and 1907

IMMIGRATION FROM UNITED STATES, APRIL–JANUARY, 1908–07, 1907–06.

By rail	April	9,106	
	May	6,324	
	June	4,702	
	July	4,796	
	August	3,683	
	Sept.	3,412	
	October	4,171	
	Nov.	3,656	
	Dec.	2,572	
	January	2.418	
			44,840
By highway, April to January			4,807
Total			49,647
Corresponding mos. of 1906–07			51,322
Decrease, 1906–07			1,675
Percentage of decrease			3%

The total immigration to Canada from April, 1907, to January, 1908 (ten months) compared with corresponding months of 1906-07 was as follows:—

TOTAL IMMIGRATION TO CANADA, APRIL–JANUARY, 1907–08, 1906–07.

1907–08.		
Via ocean ports	191,208	
From the United States	49,647	240,855
1906–07.		
Via ocean ports	135,015	
From the United States	51,322	186,337
Increase, 1907–08		54,518

Homestead Entries During January, 1908

The following statement shows the number of homestead entries made in January, 1908, compared with January, 1907:—

STATEMENT SHOWING THE NUMBER OF HOME STEAD ENTRIES MADE DURING THE MONTH OF JANUARY, 1908, AS COMPARED WITH JANUARY, 1907.

Agency.	1908	1907	Increase.	Decrease.
Battleford	117	83	34	.....
Brandon	3	9	.....	6
Calgary	85	88	.....	3
Dauphin	42	23	19	.....
Edmonton	266	176	90	.....
Estevan	21	66	.....	45
Humboldt	117	80	37	.....
Kamloops	14	5	9	.....
Lethbridge	173	84	89	.....
Moose Jaw	195	.....	195	.....
New Westminster	5	.....	5	.....
Prince Albert	79	42	37	.....
Regina	90	243	.....	153
Red Deer	98	82	16	.....
Winnipeg	56	50	6	.....
Yorkton	92	80	12	.....
Total	1,453	1,111	549	207

It will be seen that there has been a net increase in the number of homestead entries made in January, 1908, of 342.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta, and British Columbia, during the month of January, 1908, were as follows:—

NATIONALITIES OF HOMESTEADERS, IN JANUARY, 1908.

Nationalities.	No. of Entries.
Canadians from Ontario	150
" Quebec	19
" Nova Scotia	5
" New Brunswick	14
" Prince Edward Island	1
" Manitoba	43
" Saskatchewan	27
" Alberta	27
" British Columbia	4
Persons who had previous entry	182
Newfoundlanders	.....
Canadians returned from the United States	26
Americans	342
English	233
Scotch	53
Irish	18
French	11
Belgians	6
Swiss	3
Italians	1
Roumanians	.....
Syrians	.....
Germans	29
Austro-Hungarians	172
Hollanders	6
Danes (other than Icelanders)	6
Icelanders	6
Swedes	20
Norwegians	22
Russians (other than Mennonites and Doukhobors)	26
Mennonites	.....
Doukhobors	.....
Chinese	.....
Japanese	.....
Persians	.....
Australians	.....
New Zealanders	.....
Total	1,453

Representing 3,289 souls.

Of a total of 386 entries made in January, 1908, by persons coming from the United States, there were 106 from North Dakota, 61 from Minnesota, 22 from Iowa, 21 from Michigan and 18 each from South Dakota and Illinois.

Lands Patented in January, 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during January 1908, is as follows:—

Nature of Grant.	January, 1908.	
	No. of Patents.	No. of Acres.
British Columbia Homesteads	2	319.40
British Columbia Sales	5	175.60
Homesteads	1,092	173,196.77
Hudsons' Bay Co	.....	.....
Military Homesteads	1	320,00
North-west half-breed grants	13	2,077.00
Parish sales	.....	.....
Quit claim special grants (440.92 acres)	3	.....
Railways:		
Canadian Northern Railway	381	783,281.28
Can. Pac. Ry. grants	1	161.50
C. P. R. grants, Souris branch	1	160.00
Grand Trunk Pacific Ry	2	34.27
Manitoba and South Eastern Railway	211	328,501.74
Man. South Western Col. Ry	20	4,488.88
Qu'Appelle Long Lake and Sask. Rd. and Steamboat Company	.....	.....
Sales	35	3,459.99
School Lands Sales	10	1,596.12
Special Grants	5	83.58
Yukon Territory Sales	4	289.51
Totals	1,786	1,298,145.64

In January, 1907, the number of patents issued was 1,119, covering an area of 202,210.54 acres, showing an increase for the month of January, 1908, of 667 in the number of patents issued, and of 1,095,935.00 acres in the area patented.

Note.

Upward of five hundred emigrants sailed from Great Britain during Feb., under the auspices of the Salvation Army, for distribution in British Columbia.

EXCLUSION OF UNDESIRABLE ASSISTED IMMIGRANTS.

FOR some time past it has been noted by the Immigration Branch of the Department of the Interior, Canada, that the least desirable class of immigrants received from the United Kingdom have been among those sent out by charitable and benevolent associations whose operations are outside of the supervision of the Canadian Immigration Department in Great Britain. With a view still further to prevent the immigration of undesirable classes in this connection, an order in council was approved during February whereby, after April 15th next, any person who comes to Canada on assisted passage, whether by public or private funds, will be subject to exclusion from this country unless he has been inspected by the officer representing the Canadian Government Emigration Department in London and has a certificate to that effect from the assistant Superintendent of Immigration. The text of the order in council in which full details are given as to nature of the restriction and the reasons for which it was adopted is as follows:—

CERTIFIED COPY OF A REPORT OF THE COMMITTEE OF THE PRIVY COUNCIL, APPROVED BY HIS EXCELLENCY THE GOVERNOR GENERAL ON THE 25TH FEBRUARY, 1908.

On a memorandum dated 26th February, 1908, from the Minister of the Interior, stating that a very considerable number of emigrants arriving in Canada from the British Isles have either been rejected at Canadian ports or afterwards deported from Canada as undesirables, for causes named in the Immigration Act;

That during the year 1907 there were some 141 rejections and 441 deportations of British emigrants.

That among the many charitable and philanthropic associations actively engaged in the British Isles in sending and financially assisting immigrants to Canada, are some whose work is chiefly among the unemployed, destitute and incompetent classes in the congested centres of population.

While the Minister does not contend that some of these immigrants may not make successful citizens of Canada, nevertheless it is true that it is not the object of these associations to encourage the immigration of the really competent, industrious and ambitious man so long as he succeeds in supporting himself, and that their operations are confined almost exclusively to the class from which it is very unlikely that the needs of Canada can be properly supplied.

The class referred to includes not only the unemployed, but a large proportion of those who are a drug in the labour market from misfortune, incompetence or indifference. In the case of these it is no alleviation of their condition to transfer them here, because our experience is that they simply continue in the same condition, and are a detriment to Canada.

While the associations engaged in this work often claim, and perhaps endeavour to use discrimination in the matter of selection, in effect it is found that emigrants are sent here who are entirely unsuited to the conditions prevailing in this country, and who are unlikely to succeed even under the most favourable circumstances.

The work of these associations does not come under the supervision of the Canadian Immigration Department in the British Isles, and it is very advisable that more effective measures should be adopted, supervisory and restrictive, in regard to the undesirable classes.

It might be mentioned that the Department of the Interior exercises a degree of supervision over a certain very limited class of immigrants, who are sent out by the Poor Law Guardians. If the Guardians of a district are satisfied that a person, who has been a charge on them, is really capable of working his way in Canada, or elsewhere, under new conditions, and with a fair start, they secure an appropriation from public monies for the purpose of the emigration of such person. When an emigrant is sent out in this way, it is imperative that the consent of the Assistant Superintendant of Emigration for Canada be obtained. In this way the Department exercises some control. Independent inquiry is made, a medical certificate is obtained, and other precautions taken to make sure of the suitability of the emigrant.

The Minister is of the opinion that a similar system of inspection should be extended to all charitable and philanthropic societies or organizations operating in England, whether using public money or funds provided by public generosity, so that persons whom they propose sending to Canada may be subject to inspection by the officer representing the Canadian Government Emigration Department in London, as to their antecedents, both morally and physically, and as to their general suitability for settlement in Canada; such persons to be allowed entry into Canada only upon presentation of a proper certificate from the Assistant Superintendent of Emigration; and to be subject to exclusion and deportation in the usual way, should they succeed in gaining admittance to Canada in contravention of the regulations.

The Immigration Act (Sec. 10) provides that:—

"The Governor-in-Council may, on the recommendation of the Minister, make "such orders and regulations, not inconsistent with this Act, as are considered necessary or expedient for the carrying out of this Act according to its true intent and meaning and for the better attainment of its objects."

The Minister therefore recommends that an Order-in-Council be passed prohibiting, from and after the fifteenth day of April, 1908, the landing in Canada of any person whose passage has been paid, wholly or in part, by any charitable organization or out of public monies, unless it is shown that the authority in writing of the Assistant

Superintendent of Emigration for Canada in London, has been obtained for the emigration of such person, and that such authority has been acted upon within a period of sixty days.

The Committee submit the same for approval.

RODOLPHE BOUDREAU,
Clerk of the Privy Council.

THE HONOURABLE
THE MINISTER OF THE INTERIOR.

Statement of Persons Sent out by Charitable Societies during 1907.

In connection with the above, the statement given below with regard to the number of persons sent to Canada by certain charitable societies in Great Britain during 1907, will be of interest. The statement is attached to a special report dealing with the aims and methods of charitable organizations promoting emigration to Canada from the British Isles, prepared by Mr. J. Bruce Walker, Assistant Superintendant of Emigration, and published by the authority of the Minister of the Interior, Canada, during February.

STATEMENT OF PERSONS SENT OUT BY CERTAIN CHARITABLE SOCIETIES DURING 1907.

East End Emigration Fund	6,096
(The above figures include those sent out by the East End Fund for the Central Unemployed Body).	
Self-Help Emigration Society	506
(Either the whole or the greater part of the passage of these people was provided by the emigrants or those interested, small grants only being made by the Society.)	
The Salvation Army	406
(Fares wholly or partially advanced).	
The Church Army	1,595
(Of the above, 1,519 received financial assistance from the Church Army Funds.)	
The Church Emigration Society	663
The Central Unemployed Body	2,842
(The above figures do not include 2,573 persons sent out by the East End Emigration Fund).	
The Central Emigration Board	228

INDUSTRIAL ACCIDENTS DURING THE MONTH OF FEBRUARY, 1908.

Under this heading account is taken of such accidents only, as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 266 individual workpeople in Canada during the month of February, 1908, were reported to the Department of Labour. Of these, 89 were fatal and 177 resulted in serious injuries. In addition, 4 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before February, 1908. The number of fatal accidents reported in February, 1908, was 88, being 5 less than in the previous month and 7 more than in February, 1907.

Of 107 returns received during the month giving the ages of the victims of industrial accidents, 8 referred to persons under twenty-one years of age, 31 to persons between twenty-one and forty-five, 12 to persons over forty-five years, 56 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING FEBRUARY 1908, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed	Injured	Total.
Agriculture	11	15	26
Fishing and hunting	2	1	3
Lumbering	6	17	23
Mining	17	19	36
Building trades	.....	1	1
Metal trades	4	37	41
Woodworking trades	1	6	7
Printing trades	.....	1	1
Clothing trades	.....	4	4
Textile trades	.....	2	2
Food and tobacco preparation	1	5	6
Railway service	24	28	52
Navigation	2	1	3
General transport	4	11	15
Civic employees	.....	7	7
Miscellaneous	11	14	25
Unskilled labour	6	8	14
Total	89	177	266

Nature of Fatalities and Accidents.

The chief disasters of the month were the killing of ten mine workmen on No. 1 colliery, Port Hood, N. S.; the death of

nine workmen in a dynamite explosion at Ile Perrot, Que.; a railway wreck at Turcot Village, Que., and the derailment of a train near Ottawa, Ont., both causing the death of two train hands; and the killing of two underground managers at No. 1 colliery at Sydney Mines, N. S.

Mining Disaster at Port Hood, N. S.

On the morning of February 7th, shortly after the men had descended to work, an explosion took place in one of the balances of the south level of No. 1 colliery, Port Hood, N. S., causing the instant death of ten miners. On February 16th, a coroner's jury rendered a verdict in the matter:—*

Explosion at Ile Perrot, near Vaudreuil, Que.

On February 11, between the hours of noon and one o'clock p. m., an explosion of about two thousand pounds of nitroglycerine occurred at the works of the Standard Explosives, Limited, on Ile Perrot, in the vicinity of Vaudreuil, Que., instantly killing nine workmen and injuring several others. (*)

Railway Wreck at Turcot Village, Que.

On the evening of February 1, the Grand Trunk Railway passenger train bound from Montreal to Ottawa, in the midst of a snowstorm, crashed into two locomotives standing on the main line at Turcot Village, Que., and the engineer and brakeman of the Montreal-Ottawa train were killed. The coroner's jury found that the necessary precautions had been taken by the crews of the engines that were in the yard, but that the wind had blown out the red lamp used in protecting the rear of the engines when the Montreal-Ottawa train collided with them. As the deaths were due to the storm and not to negligence, a verdict of excusable homicide was rendered.

(*) For the verdict rendered by the coroner's jury in this matter, see under heading Recent Legal Decisions elsewhere in the present issue.

Fatal Accident near Ottawa, Ont.

On the night of Saturday, February 15, by the breaking of an eighty-pound rail on the line of the Grand Trunk Railway, regular passenger train No. 27 from Montreal to Ottawa was derailed five miles east of the city of Ottawa, Ont., and in the wreck which followed the engineer and fireman of the locomotive drawing the train were killed, and the baggageman and express messenger seriously injured.

Mining Disaster at Sydney Mines, N.S.

On the morning of February 13th, the cage of No. 1 colliery at Sydney Mines, N. S., in which an underground manager and overman were descending, broke away, falling 780 feet to the bottom of the shaft and instantly killing both men. On February 22nd, the coroner's jury, which sat on the case rendered the following verdict:—

That Malcolm Stewart and John Dorsay came to their deaths on the morning of the 13th of February, between the hours of seven and eight o'clock.

First. That the accident was caused by Engineer John Egan being mistaken by the signals due to the similarity of the sounds of the rappers in the engine room, which caused him to mistake the bottom rapper for the top.

Second. That the Walker hook failed to act, it breaking because of the defective hawse pipe.

Third. That owing to the chairs failing to perform the work required of them.

The accident occurred in the main shaft of No. 1 colliery of the Nova Scotia Steel and Coal Company at Sydney Mines.

The jury recommend,—

First. That the practice rapping back to the cage in motion be discontinued, this accident proving the practice to be dangerous.

Second. That a gong be substituted for one of the rappers in the engine room.

Record by Industries and Trades.

Agriculture.—There were 11 fatal and 15 non-fatal accidents during February, 1908. In January, 1908, there were 12 killed and 16 injured, and in February, 1907, 12 killed and 24 injured. Of the fatalities, 4 were caused by railways, 2 each by falls, by exposure and live stock, and 1 by being struck by a flying object. Of the non-fatal accidents, 5 were caused by exposure, 3 by falling material, 2 each by machinery and falls, and 1 each by a runaway, by a collision and by live stock.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 52.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF FEBRUARY, 1908.

Trade or Industry.	Locality.	Date.	No. Killed.	Cause of Fatality.
Agriculture—				
Farmer	Prince Edward Co., Ont.	Feb. 3	1	Frozen to death.
"	Thornton, Ont.	" 10	1	Frozen to death.
"	Glanford, Ont.	" 13	1	Struck by flying object, died of pyæmia.
"	Cobalt, Ont.	" 19	1	Tree fell on him.
"	Dover, Ont.	" 19	1	Run over by train.
"	Brockville, Ont.	" 18	1	Tree fell on him.
"	Goderich, Ont.	" 15	1	Struck by train.
"	Montreal, Que.	" 21	1	Struck by train.
Farmer's wife	Carberry, Man.	" 11	1	Trampled to death by horse.
Farmer's son	Carleton, Ont.	" 18	1	Kicked in abdomen by horse.
"	Swansea, Ont.	" 17	1	Struck by train at crossing.
Fishing and hunting—				
Fisherman	Shelburne, N. S.	" 9	2	Drowned, dory capsized.
Lumbering—				
Saw mill hand	Kamsack, Sask.	" 3	1	Caught in belting.
"	Latchford, Ont.	" 19	1	Run over by train.
Logger	Indian Lorette, Que.	" 1	1	Tree fell on him.
"	Lynn Valley, B. C.	" 3	1	Tree fell on him.
"	Near Quebec, Que.	" 13	1	Tree fell on him.
"	Lake Beauport, Que.	" 13	1	Logs rolled on him.
Mining—				
Miner	New Aberdeen, N. S.	" 3	1	Fell down shaft, 950 feet.
"	Port Hood, N. S.	" 7	10	Explosion in mine.
"	Fernie, B. C.	" 8	1	By falling material.
"	Glace Bay, N. S.	" 17	1	Struck by train of empty cars.
"	Cobalt, Ont.	" 17	1	By explosion in mine.
"	Westville, N. S.	" 18	1	Struck by box of coal.
Underground managers	North Sydney, N. S.	" 13	2	Cage fell 780 feet in shaft.
Metal trades—				
Foundryman	Port Arthur, Ont.	" 8	1	Caught in shafting.
Rolling mill worker	Sydney, N. S.	" 11	1	Caught in belting.
Electrical worker	Cartierville, Que.	" 24	1	Electrocuted.
Structural iron worker.	Revelstoke, B. C.	" 24	1	Fell 50 feet from bridge.
Woodworking and furnishing trades—				
Woodworker	Sault Ste Marie, Ont.	" 20	1	Fell into vat of scalding steam and alcohol
Food and Tobacco Preparation—				
Grist mill worker	Picton, Ont.	" 11	1	Caught in belting.
Railway Employees—				
Engineer	Turcot, Que.	" 3	1	In head-on collision.
"	Carlsbad, Ont.	" 15	1	In derailment.
"	Woodstock, Ont.	" 28	1	Run over by train.
Fireman	Turcot, Que.	" 3	1	In head-on collision.
"	Carlsbad, Ont.	" 15	1	In derailment.
Sectionman	West Lorne, Ont.	" 7	1	Run over by train.
"	Hagersville, Ont.	" 8	1	In rear end collision.
"	St. Romuald, Que.	" 1	1	Struck by snowplough.
Car shop worker	Richmond, Que.	" 7	1	Run over by train.
Construction hand	Bras d'Aspic, Que.	" 10	1	By explosion of dynamite.
"	Kalmar, Ont.	" 7	2	By explosion of dynamite.
"	Deception, Ont.	" 6	1	By explosion of dynamite.
"	Sheba, Ont.	" 17	1	By falling sand bank.
"	L'Islet, Que.	" 8	1	By explosion of dynamite.
"	La Tuque, Que.	" 26	1	By explosion of dynamite.
"	La Tuque, Que.	" 12	1	By explosion of dynamite.
Brakeman	Toronto, Ont.	" 4	1	Fell from train.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 52.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF FEBRUARY, 1908.

Trade or Industry.	Locality.	Date.	No. Killed.	Cause of Fatality.
Brakeman	Bridgeburg, Ont	Feb, 17	1	Run over by train.
"	Saskatoon, Sask	" 19	1	Run over by train.
"	Nelson, B. C	" 21	1	Caught between cars
"	Dexter, Ont	" 24	1	Fell from car.
"	West Robson, B. C	" 20	1	Run over by train.
Porter on parlour car	Chapleau, Ont	" 18	1	In a derailment.
Navigation—				
Ferryman	Prince Albert, Sask	" 5	1	Run over by train.
Fireman on vessel	St. John, N. B	" 24	1	Found smothered in bunk.
General transport—				
Bus driver	Prince Albert, Sask	" 15	1	In a runaway.
Carter	Levis, Que	" 24	1	In a runaway.
"	Swansea, Ont	" 17	1	Run over at crossing.
"	Sillery, Que	" 28	1	Sleigh fell on him,
Miscellaneous—				
Explosives, workers in	Ile Perrot, Que	" 11	9	Explosion of nitro-glycerine.
Paper box maker	London, Ont	" 22	1	Fell down elevator shaft.
Grocer	Quebec, Que	" 20	1	Frozen to death.
Unskilled labour—				
Labourer	Ottawa, Ont	" 3	1	Drowned, fell into fiume at power-nouse.
"	Turcot, Que	" 14	1	Struck by train.
"	Fort William, Ont	" 18	1	Smothered in grain bin.
"	Vancouver, B. C	" 20	2	Explosion of dynamite.
"	Windsor Mills, Que	" 25	1	Run over by train.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN FEBRUARY.

Farmer	Folly Mountain, N. S	Jan. 31	1	Struck by train at crossing.
Logger	Port Moody, B. C	" 31	1	Tree fell on him.
Brakeman on ore train	Copper Cliff, Ont	" 25	1	Run over by train.
Railway fireman	Comber, Ont	" 30	1	By explosion of boiler.

Fishing and hunting.—There were 2 deaths due to drowning and 1 accident due to exposure, compared with 5 deaths in the previous month, and 2 deaths and 1 injury in February, 1907.

Lumbering.—In this industry, death resulted through accident to 6 workmen, while 17 others were injured during February, 1908, compared with 8 killed and 13 injured in January last, and 7 killed and 11 injured in February a year ago. Four of the deaths were caused by falling material, logs, trees, etc., 1 by machinery and 1 by railways. Of the other accidents, 5 each were caused by machinery and by falling material, 4 by explosions, by tools and 1 by a runaway.

Mining.—During February, 17 workers in this group were killed by accident and 19 injured, compared with 4 killed and 18 injured in the preceding month, and 9 killed and 10 injured in February, 1907. Eleven of the deaths were due to an explosion in colliery No. 1, Port Hood, N.S., as above described; 3 were due to falls, 2 to railways and 1 to falling material. Ten of the minor accidents were due to explosions, 4 to falling material, 3 to falls, 1 to live stock and 1 to railways.

Building trades.—There were no fatalities in this group during February, and only 1 minor accident caused by asphyxiation. In January there were 1 fatal and 7 non-fatal accidents, and in February, 1907, 2 killed and 7 injured.

*Metal, engineering and shipbuildin*g

trades.—The record in these trades in February, 1908, was 4 killed and 37 injured. In January last it was 3 killed and 30 injured, and in February last year, 6 killed and 28 injured. Machinery was responsible for 2 deaths, electric shock for 1 and a fall for another. Nineteen of the minor injuries were due to machinery, 5 to falls, 4 to falling material, 3 each to explosions and to molten metal, 2 to electricity and 1 to an elevator.

Woodworking trades.—During February, a woodworker at Sault Ste Marie, Ont., fell into a vat of scalding steam and alcohol and was fatally injured, while there were 5 minor injuries caused by machinery and 1 by a fall. In the preceding month, there were 1 killed and 11 injured, and in February, 1907, 7 injured.

Printing trades.—A pressman at Toronto, Ont., had his hand crushed by a press. In January there was 1 accident, and in February, 1907, 4 accidents.

Clothing trades.—Four workmen were injured during February, compared with 1 killed and 1 injured in the preceding month, and 2 injured in February of last year. Two of the accidents resulted from a fire in a factory and 2 from machinery.

Textile trades.—Two workers in this class were injured by machinery, against 1 killed and 9 injured in January, and 1 killed and 6 injured a year ago.

Food and tobacco preparation.—In February, 1 workman was killed and 5 injured, compared with 1 killed and 4 injured in the previous month, and 1 killed and 5 injured in February, 1907. A grist mill employee at Picton, Ont., was caught in belting and killed, and 3 other workmen were injured by machinery and 2 by exposure.

Railway service.—Twenty-four railway employees met death by accident in February and 28 were injured, compared with 29 killed and 26 injured in January, 1908, and 30 killed and 26 injured in February, 1907. Seven of the deaths were due to explosions, 7 to being run over by cars, 3 to collisions, 2 to derailments, 2 to falls and 1 each to being struck by an engine, to falling material and to being caught between cars. Five each of the minor accidents were due to being struck by cars, to falls, and to derailments, 3 each to collisions and to being caught between cars, 2 each to machinery and to falling material, and 1 each to an explosion, to exposure and to being run over.

Navigation.—In this class 2 workmen were killed and 1 injured, compared with 7 killed and 1 injured in the preceding month, and 2 killed and 3 injured in February, 1907. A ferryman at Prince Albert, Sask., was run over by a train and killed, and a fireman on a vessel at St. John, N. B., was found smothered in his bunk. A sailor at Quebec, Que., was seriously injured by being struck by a steering wheel.

General transport.—During February, 4 workmen were killed and 11 injured. In January 5 were killed and 10 injured, and in February, 1907, 3 were killed and 8 injured. Two of the fatalities were caused by runaways and 1 each by being run over and by falling material. Of the other accidents, 5 were caused by falls, 3 by runaways and 1 each by live stock, by being run over and by falling material.

Civic employees.—Seven of these employees were injured during February, as against 3 killed and 8 injured in January and 18 injured in February, 1907. Five of the injuries were received at fires and one each was caused by live stock and flying material.

Miscellaneous.—Eleven fatal and 14 non-fatal accidents happened during February compared with 3 fatalities and 8 non-fatal accidents in the previous month, and 3 fatalities and 11 other accidents during February, 1907. Nine of the deaths were caused by the explosion at Ile Perrot, near Vaudreuil, Que., mentioned above, and 1 each was caused by a fall and by exposure. Four of the accidents were caused by machinery, 3 by falls, 2 each by elevators, by falling material and by explosions, and 1 by firearms.

Unskilled labour.—The record was 6 killed and 8 injured. In the month previous 10 workmen were killed and 9 injured, and in February of last year, 4 were killed and 3 injured. Two each of the fatal accidents were due to railways and to explosions, and 1 each to drowning and to being smothered in a grain bin. Falling material caused 3 of the minor accidents, railways 2, and an explosion, a all and flying material, 1 each.

EDWARD MEDAL FOR COURAGE AWARDED TO A CANADIAN.*

DURING the month of February it was announced that His Majesty the King had been pleased to allow Miss Marguerite Jane Lamb, of Newcastle-on-Tyne, England, to receive an Edward medal of the first class in recognition of the gallant action of her brother, the late George H. Lamb, who lost his life in endeavouring to save the lives of five men at a fire which occurred in the mine of the Strathcona Coal Company at Strathcona, Alta. (‡) Mr. Lamb descended the shaft three times, and died from the injuries he received in his attempt to save the men.

(*) A special article dealing with the institution of the Edward medal by His Majesty the King was published in the *Labour Gazette* for February, 1908, p. 969.

(‡) A reference to this disaster was published in the July, 1907, issue of the *Labour Gazette*, p. 91.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING FEBRUARY, 1908.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, and the Department of Marine and Fisheries which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

TRAINING pier on Bonaventure river, Que., name of contractors, A. Noel and H. Roy, Bonaventure, Que., date of contract, January 29, 1908; amount of contract, $24,500.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages. Not less than:
Foreman carpenter	$2.25 per day of 10 hours.
Carpenters	1.50 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.25 " 10 "
Ordinary labourers	1.25 " 10 "
Driver with one horse & cart	2.00 " 10 "
Driver with two horses and wagon	3.00 " 10 "

Post office and building at Ladysmith, B.C., name of contractors, Parfitt Bros., Victoria, B.C., date of contract, February, 3, 1908; amount of contract, $28,353.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages. Not less than:
Stonecutters	$5.00 per day of 8 hours.
Stonemasons	5.00 " 8 "
Bricklayers	5.00 " 8 "
Builders' labourers	3.00 " 8 "
Plasterers	5.00 " 8 "
Plasterers' labourers	3.00 " 8 "
Painters and glaziers	.60 per hour 8 "
Plumbers	.40 " 8 "
Steamfitters	.40 " 8 "
Stair builders	4.50 per day of 8 "
Joiners	4.50 " 8 "
Carpenters	4.50 " 8 "
Blacksmiths	3.50 " 9 "
Blacksmiths' helpers	2.50 " 9 "
Tinsmiths	.60 per hour 8 "
Ordinary labourers	2.75 per day of 9 "
Driver, 1 horse and cart	4.50 " 9 "
Driver, 2 horses and wagon	6.00 " 9 "

Public wharf at Piché Point, Qué., names of contractor, R. Brewder, Ottawa, Ont., date of contract, February 5, 1908; amount of contract, $8,700.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$4.00 per day of 10 hours.
Carpenters	3.25 " 10 "
Engineman for pile driver	2.50 " 10 "
Drillers	2.50 " 10 "
Powderman	2.50 " 10 "
Blacksmiths	3.00 " 10 "
Blacksmiths' helpers	2.25 " 10 "
Quarrymen	2.25 " 10 "
Labourers	2.00 " 10 "
Driver, 1 horse and cart	3.50 " 10 "
Driver, 2 horses and wagon	5.00 " 10 "

Crib wharf and stone approach at Rossport, Ont., name of contractor, C. H. Sherwood, Port Arthur, Ont., date of contract, February 6, 1908; amount of contract, $7,288.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$3.75 per day of 10 hours.
Carpenters	3.00 " 10 "
Blacksmiths	3.00 " 10 "
" helpers	2.25 " 10 "
Labourers	1.75 " 10 "
Driver, 1 horse and cart	3.50 " 10 "
Driver, 2 horses and wagon	5.00 " 10 "

Wharf at Mills Point, N.B., name of contractor, A. W. Fawcett, Woodstock, N.B., date of contract, February 6, 1908; amount of contract, $19,825.00

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenters	$2.25 per day of 10 hours.
Carpenters	1.75 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.25 " 10 "
Ordinary labourers	1.25 " 10 "
Skilled labourers	1.50 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon	3.00 " 10 "

Approach to crib at St. Francis, I. O., Que.; name of contractor, Nap. Trudel, St. Irénée, Que., date of contract, February 11, 1908; amount of contract $16,038.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	2.50 per day of 10 hours.
Carpenters	2.00 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.25 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon	3.00 " 10 "
Labourers	1.50 " 10 "
Drillers	1.75 " 10 "
Powderman	2.00 " 10 "

Public building at Shelburne, N.S., name of contractors, A. Hood and W. Brooks, Shelburne, N.S., date of contract, February 12, 1908; amount of contract, $22,500.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters	$1.75 per day of 10 hours.
Painters	1.75 " 10 "
Tinsmiths	1.75 " 10 "
Bricklayers	3.00 " 10 "
Masons	2.50 " 10 "
Stonecutters	2.50 " 10 "
Plasterers	2.00 " 10 "
Plumbers	2.00 " 10 "
Builders' labourers	1.50 " 10 "
Common labourers	1.25 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon	3.00 " 10 "

Completion of wharf at Pointe aux Tremble, Que., name of contractor, O. Poliquin, Portneuf, Que., date of contract, February 8, 1908; amount of contract, $22,490.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$ 2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.25
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Department of Marine and Fisheries.

The construction of a wooden fog-alarm building at Cabot Head Light-station, Georgian Bay, Bruce County Ontario.

Name of contractor, J. Candlish Kennedy of Owen Sound, Ontario. Amount of contract $2,463.00. Date of contract, 7th December, 1907.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Carpenters	$.25 per hour, 10 hours per day.
Painters	.25 " 10 "
Masons	.40 " 9 "
Bricklayers	.40 " 9 "
Labourers	.17½ " 10 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	$ 723.46
Making and repairing rubber dating stamps and type, also other stamps	94.65
Supplying stamping material and wooden boxes and repairing stamping pads	1,379.81
Repairing Post Office scales	4.50
Supplying mail bags	731.51
Repairing mail bags	1,365.98
Making and repairing mail locks and supplying mail bag fittings	1,021.65
Supplying street letter boxes and steel portable letter boxes, and repairing portable letter boxes, railway mail clerks' tin travelling boxes and parcel receptacles	487.21
Making and repairing miscellaneous articles of Postal Stores	63.75
Making up and supplying articles of official uniforms	1,358.50

TRADE DISPUTES DURING THE MONTH OF FEBRUARY, 1908.

The month of February was comparatively free from industrial disputes in Canada, none of the few that occurred having reached serious dimensions. One dispute of long standing was definitely settled early in the month, and in the case of another, general industrial conditions ceased to be affected.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during February was 10, a decrease of 1 compared with the previous month, and the same number as in February, 1907. There were about 14 firms and 1,744 employees affected by these disputes, about 5 firms and 300 employees having been affected by the strikes which began in the course of the month.

Loss of time in working days.—The loss of time to employees through trade disputes during February was approximately 4,730 working days, compared with a loss of 21,040 days in January and 18,876 in February, 1907.

Trades affected by new disputes.—The following table shows the trades affected by the new disputes of the month, and the number of workpeople involved in each group of trades:—

Trades.	Number of Disputes.	Number of workers.
Mining	1	22
Textile trades	2	177
Clothing trades	1	16
Unskilled labour	1	85
	5	300

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of the Dominion:—

Province.	Number of Disputes.
Nova Scotia	1
Quebec	3
Ontario	1
Total	5

Causes of disputes. — The following were the causes of the new disputes of the month:—

Cause.	Number of disputes.
For higher wages	2
Against discharge of employees	1
Against a reduction in wages	1
Against conditions of employment	1
Total	5

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C., No. 86.

TABLE OF TRADE DISPUTES DURING THE MONTH OF FEBRUARY.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH											
Mining—											
Coal miners	Coal Creek, B. C.	A dispute over the question of timbering	1		1,025		100		Jan. 29	Feb. 1	Dispute adjusted under agreement of May 4, 1907, and work resumed.
Metal and Shipbuilding trades—											
Boilermakers and helpers	Halifax, N. S.	For increase in wages, mechanics from $2.50 to $3.50, helpers from $1.80 to $2.50 per day	1		89		100		Sept. 25		No settlement reported, but conditions ceased to be affected.
Woodworking and furnishing trades—											
Upholsterers	Guelph, Ont.	Objection to reduction in wages	1		16		1		Jan. 10		No settlement reported at end of month, but places of many strikers were filled.
Clothing trades—											
Tailors	Kingston, Ont.	Against declaration of employers for open shops, following a demand for higher wages and shorter hours	5		17	33			Sept. 23	Feb. 6	Settlement reached by negotiations. Increase in wages granted.

Food and tobacco preparation—											
Cigarmakers.....	Montreal, Que.....	Strikers alleged employers had repudiated an agreement; employers stated that they had decided to conduct an open shop.....	1		50		13		Jan. 14		No settlement reported at end of month.

DISPUTES WHICH BEGAN DURING THE MONTH.

Mining—											
Gold miners.....	Baddeck, N. S.....	Objection to reduction in wages.	1		22				Feb. 21		No settlement reported at end of month.
Textile trades—											
Textile workers....	St. Hyacinthe, Que..	Demand for increase in wages. Strikers alleged that bed work was unequally divided	1		15		150		Feb. 24		No settlement reported at end of month; strikers were ready to return under former conditions, but employers would not take them back.
Textile workers....	Sherbrooke, Que....	Refuse to do certain work usually performed by other hands	1		12				Feb.	Feb.	After being out a day most of the strikers returned to work others found work elsewhere.
Clothing trades—											
Garment workers...	Sherbrooke, Que....	Against discharge of employees.	1		16				Feb. 17	Feb. 22	Most of the strikers returned to work, places of others were filled.
Unskilled labour—											
Snow haulers.....	Ottawa, Ont.....	Demand for advance from 20 to 25 cents per load for hauling snow from street to dump.....	1		85				Feb. 4	Feb. 6	Increase in wages conceded.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or have had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention, moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Methods of settlement.—Of the 10 disputes in existence during February, 5 were definitely terminated, and industrial conditions ceased to be affected by another, leaving 4 still in existence at the close of the month. In three cases, settlements were reached through negotiatiations between the parties concerned, in one of these the matter in dispute being adjusted under an agreement subsisting between the Company and its employees. In another case most of the strikers had secured work elsewhere and conditions ceased to be affected. In the remaining two work was resumed by most of the strikers, the places of others being filled.

Results of disputes.—Of the 6 disputes that were terminated, 2 resulted in favour of the employers, 2 in favour of the employees, in 1 a compromise was reached, and in one the result was indefinite.

Disputes Which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during February, which began in previous months, affected coal miners at Coal Creek, B. C., tailors at Kingston, Ont., boilermakers and helpers at Halifax, N.S., cigarmakers at Montreal, Que., and upholsterers at Guelph, Ont. A brief account of these disputes is given below:—

Strike of Coal Miners at Coal Creek, B.C.

On January 29, a strike of coal miners employed by the Crow's Nest Pass Coal Company, Limited, took place at Coal Creek, B. C., the cause of the dispute being a question as to the timbering of the mines. According to a report received from the Company, about 1,025 men were directly affected by the dispute, and 100 were indirectly affected. In a report received from the men, it was stated that the dispute arose from the new management of the company introducing a new system of timbering, by which the fire boss would dictate where and when timbers should be put up, the miners alleging that this system would take away from the miner the right conferred on him by the Coal Mines Regulation Act of British Columbia, to secure his working place, to ensure his own safety. In the settlement which was reached on February 1, it was agreed that each miner should put in timber as he thought fit to keep himself safe. But if a miner put in timber to an excessive amount, the management reserved the right to decline to pay for them, in which case the miner might refer the matter for settlement as provided for by the section in the agreement of May 4, 1908, entitled "Settlement of Local and General Disputes." On February 1, the dispute was adjusted in accordance with the terms of the agreement which was signed by the Company and its employees on April 1, 1907.

Settlement of Strike of Tailors at Kingston, Ont.

On February 6, there was reached a definite settlement of a dispute affecting tailors at Kingston, Ont., which began on September 23, 1907. The dispute arose from a declaration of the employers for the principle of "open shops," the declaration having been made on the opening of negotiations regarding wage changes. There were 7 firms, 25 male and 50 female workers originally involved in this strike. By the terms of settlement the rate of wages demanded by the Kingston Tailors' Union was granted, and the hands returned to work, largely under former conditions. It was reported that the strike cost the Union about $7,000, while the trade of the employers was greatly reduced. The demands of the strikers were granted by 2 firms in October, and in the following month the other employers claimed that work was going on satisfactorily in their shops.

Strike of Boilermakers and Helpers at Halifax, N.S.

While no settlement was reported with regard to a strike of boilermakers and helpers employed on the graving dock at Halifax, N. S., who stopped work on September 25, conditions ceased to be affected by the dispute. About 89 men were directly involved and 100 indirectly. The cause of the dispute was a demand for higher wages, the mechanics asking

or an increase from $2.50 to $3.50 per day, and the helpers from $1.80 to $2.50 per day.

Strike of Cigarmakers at Montreal, Que.

A strike of cigarmakers at Granda Hermanos y Co, which took place at Montreal, Que., on January 14, continued throughout the month. The cause of the dispute was the decision of the firm to conduct "an open shop". The strikers further alleged that the employers had repudiated an agreement. About 50 men were directly, and 13 were indirectly affected by this dispute.

Strike of Upholsterers at Guelph, Ont.

No settlement was reached with regard to a strike of upholsterers at Guelph, Ont., who stopped work on January 10, on account of their objection to a reduction in wages. There were 16 men directly affected by this dispute, and one was indirectly affected.

New Disputes.

The new disputes of the month comprised strikes of textile workers at St. Hyacinthe, Que., garment workers and cigarmakers at Sherbrooke, Que., snow haulers at Ottawa, Ont., and gold miners at Baddeck, N. S.

Strike of Textile Workers at St. Hyacinthe, Que.

On February 25, a strike of employees of the Penman Manufacturing Company took place at St. Hyacinthe, Que. According to a report received from the Secretary of the Union, about 15 persons were affected directly, and 150 were indirectly affected. The dispute arose from a demand of six employees working on the stocking machines for an increase in wages of half a cent per dozen. It was further alleged by the employees that there was an unequal distribution of bed work, and that one of the female workers was discharged for refusing to take the place of those of the six strikers, the others working in that department then went out. It was reported at the end of the month that the strikers were ready to return to work under the former conditions, but that the Company did not wish to take them back under any consideration. No settlement of the dispute was reached during February.

Strike of Garment Workers at Sherbrooke, Que.

A strike of 16 garment workers took place at Sherbrooke, Que., about February 17, on account of the discharge of two employees, members of the local Garment Workers' Union. The Company contended that owing to the state of business, these men had to be dispensed with, while the employees held that they had been discharged because they were active Unionists. On February 22, most of the strikers returned to work, and the places of others were filled.

Strike of Textile Workers at Sherbrooke, Que.

About 12 textile workers, employees of the Paton mills at Sherbrooke, Que., went on strike, having refused to do certain work which they claimed was usually performed by other hands. After being out for a day, most of the strikers returned to work, and the others found work elsewhere.

Strike of Snow Haulers at Ottawa, Ont.

On February 4, about 85 snow haulers employed by the Ottawa Street Railway Company stopped work with the view to obtaining an advance from 20 to 25 cents per load for hauling snow from the street to the dump, in order to compensate them for the increased cost of living, and of provender for their horses. After some conferences between representatives of the Company and the men, the increase in pay was conceded and work was resumed on February 6.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of February, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during February, 1908.

DOMINION REPORTS.

The Dairying Industry.

Report of the Dairy and Cold Storage Commissioner; year ending March 31, 1907. Ottawa, King's Printer, 1908. Pages, 174.

The Report of the Dairy and Cold Storage Commissioner for the year ended March 31, 1907, contains a review of the progress of dairying in Canada, in which it is said that there are no indications that the amount of cheese available for export from Canada, will show any material permanent increase in the near future, the tendency to make butter, when conditions are favourable, offsetting any increase. The dairy production was stationary in Ontario, Quebec and Prince Edward Island. In Nova Scotia there was a decline, but there was some progress in New Brunswick and in the western provinces. The exports of butter for the year ended June 30, 1906, amounted to 34,031,525 pounds, of the value of $7,075,539, and the exports of cheese for the same period amounted to 215,834,543 pounds, to the value of $24,433,169.

BRITISH REPORTS.

Cost of Living and Wages in the United Kingdom.

Report of an Enquiry by the Board of Trade into Working Class Rents, Housing and Retail Prices, together with the Standard Rates of Wages prevailing in certain occupations in the principal industrial towns of the United Kingdom. London, Wyman and Sons, 1908. Pages, 669. Price, 6s.

A valuable report has been issued by the British Board of Trade on the cost of living of the working classes in the United Kingdom, and the rates of wages in certain occupations, in the principal industrial towns. For purposes of comparison, the figures relating to London are made the basis, and are given the index number 100. It is shown that the rents of 72 English and Welsh towns range from 32 to 81 per cent. of the rents of similar dwellings in London. In order to compare the cost of living in other respects, an estimate is made of the quantities of selected commodities consumed by an average working class family in a week, and the cost of these is compared for the different localities. With respect to these prices, London ranks tenth, but if rent and prices are combined, the cost of living is shown to be slightly greater in London than in any other part of England and Wales. An analysis of the relations between the wages in certain trades and the cost of living fails to show any law of connection between them. Real wages, in comparison with the cost of living, are highest in Lancashire and Cheshire, London and the Midland Counties ranking next.

UNITED STATES REPORT.

Work of the Bureau of Corporations.

Annual Report of the Commissioner of Corporations to the Secretary of Commerce and Labour for the fiscal year ended June 30, 1907. Washington, Government Printing Office, 1908. Pages, 7.

The Report of the United States Commissioner of Corporations for the year ended June 30, 1907, gives a brief summary of the work of the Bureau of Corporations during this period. There was a continuation of the investigations already begun with regard to the petroleum, tobacco and steel industries, and investigations were commenced concerning the character and operations of the International Harvester Company, the cause of the high prices of lumber, the causes of fluctuations and differences in the price of cotton, and the effect of patents granted to employees of the United States upon the cost of the patented articles to the Government. The object of the Bureau is stated to be to set before the President, Congress and the public reliable information as to the operation of the great interstate corporations, and it is believed that with such information the great corrective force of public opinion

can be intelligently and efficiently directed to the industrial evils. It is recommended that some system of administrative supervision be established by the Federal Government over all the great interstate corporations, so that information necessary for publicity may be obtained.

OTHER REPORTS RECEIVED.

Canada.—Geological Survey Branch. The Falls of Niagara; their Evolution and varying relations to the Great Lakes; Characteristics of the Power and the effects of its Diversion, by J. W. W. Spencer.

Census of Population and Agriculture of the Northwest Provinces, Manitoba, Saskatchewan, Alberta, 1906.

Report of the Royal Northwest Mounted Police, 1907.

Ontario.—Annual Report of the Farmers' Institutes of the Province of Ontario, 1907. Part II. Meetings and Statistics.

Annual Reports of the Live Stock Associations of the Province of Ontario, 1906 and 1907.

Report of the Women's Institutes of the Province of Ontario, 1907.

Alberta.—Annual Report of the Department of Education of the Province of Alberta, 1906.

British Columbia.—Public Accounts for the fiscal year ended 30th June, 1907.

Great Britain.—Reports of the Chief Registrar of Friendly Societies for the year ending 31st December, 1906. Part A, Appendix (N).

Statistical Abstract for the several British Colonies, Possessions and Protectorates in each year from 1892 to 1906.

United States.—Report of the Commissioner of Corporations on the Petroleum Industry. Part II. Prices and Profits.

Twenty-first Annual Convention of the International Association of Factory Inspectors held at Hartford, Connecticut, June 4th, 5th and 6th, 1907.

France.—Resultats Statistiques du Recensement General de la Population, effectue, le 24 mars, 1901.

Spain.—Legislacion del Trabajo, Julio 1906-Junio, 1907.

Proyecto de Ley sobre Casas Baratas.

*A synopsis of this Report is given in a special article, "Progress of the Northwest Provinces, 1870–1906," in the *Labour Gazette* for July, 1907. Page 77.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

NOVA SCOTIA CASE.

Inquest on Victims of Coal Mine Disaster.

AN inquest was held to enquire into the cause of the death of six miners and four loaders who were killed by an explosion in the Port Hood Coal Company's mines at Port Hood on 7th February last. After an exhaustive enquiry the Coroner's jury returned the following verdict:—"We find that the deceased, Malcolm Beaton, Allan R. McDonald, Lachlin Gillis, John A. Campbell, William McKenzie, and the four Bulgarians came to their deaths on the morning of the 7th day of February, 1908, at or about the hour of 7 o'clock, near the southern ends of the upper and lower levels of No. 3 lift south in the Port Hood coal mines by an explosion of some explosive mixture.".

An examination made since the inquest revealed an empty powder can completely shattered at the place of the explosion, and it is probable that this exploded in some way and set fire to the gas in the level which in turn exploded.

(Inquest re Beaton et al; 15th February, 1908; Cameron, Coroner).

NEW BRUNSWICK CASE.

Civil Servants Liable for Municipal Taxes

A test case to determine the liability of Civil Servants to pay Municipal taxes has recently been determined in favour

of the right of the Municipality to assess as income the salaries of Government officials, and collect taxes thereon. The City of St. John assessed Frank Abbott, a Dominion Customs officer for income in respect of the salary paid him for his services. An appeal was taken by Abbott from such assessment, on the ground that the income of a Dominion Government official is not taxable. The Court held, however that the assessment was right and dismissed the appeal.

(City of St. John v. Abbott; 7th February, 1908; Supreme Court, New Brunswick.

QUEBEC CASES.

Coroner's Jury Finds Conductor Negligent.

An inquest was held to investigate the cause of the death of Herbert Symonds, a G. T. R., fireman, who died as the result of injuries sustained in a rear-end collision between two freight trains at Ste. Martine Junction, which occurred on 30th January. One of the trains was stationary when the other train came up and ran into the standing train, the deceased being pinned in the wreckage of the second engine and so injured that he died later. The jury brought in the following verdict:—

"That we, the undersigned jury, having heard the evidence, declare that Herbert Symonds, fireman, died in the General Hospital on February 2nd from injuries sustained in a collision between two freight trains on January 29. The accident happened because the train under the control of Conductor William F. Bottomley was not properly protected."

In his evidence, Conductor Bottomley admitted that he did not use torpedoes to protect the rear of his freight train. After his train had been stationary near Ste. Martine Junction for several minutes, he said he gave the signal to his engineer to go ahead, when he noticed a train coming behind. Then he seized a lantern and ran back to give a signal, but the train did not stop. He said he did not think the rear train was so close behind his own.

(Inquest re Symonds; 4th February, 1908; Biron, Assistant Coroner.)

Case for Railway Commission.

An inquest was held at Melbourne to inquire into the circumstances surrounding the death of Frank McDougall, an employee of the G.T.R., who was killed at the shops at Richmond on 7th February, by being caught between the tender of an outgoing engine and one of the shop doors. After hearing the evidence, the jury returned a verdict of accidental death, but thought the matter ought to be investigated by the Railway Commission as evidence was produced that some of the doors in question left barely room on one side for an engine to clear itself in entering or passing out of the shop.

(Inquest re McDougall; 8th February, 1908; Bachand, Coroner.)

Jury Exonerates Crew of Train.

An inquest was held at Montreal on the body of Walter J. Scott, a brakeman on a suburban train, who was run over by the International Limited at Strathmore Station on the G. T. R., on 28th January and killed. After hearing the evidence the jury returned the following verdict:—"After having heard the evidence, we declare that Walter James Scott died at Strathmore from wounds received having been struck by a Grand Trunk Railway train. The accident occurred because the train under the control of Henry Weitley should have stopped at Strathmore, but did not do so on account of the storm which prevented him from seeing the local train soon enough to stop, and not being able to judge whether the train was moving or stopped. Under the circumstances Engineer Henry Weitley is excused."

(Inquest re Scott; 31st January, 1908; Biron, Deputy Coroner.)

Jury Exonerates Railway Fireman.

An inquest was held at Montreal to investigate the cause of the death Arthur Mills and Robert Smith, engineer and fireman respectively in the employ of the G. T. R., who were killed in a collision between the Ottawa west-

bound express and two locomotives that had been coupled together and were standing on the main line in Turcot Village yard on 1st February. When the accident occurred Fireman Donald Munroe, of one of the stationary engines, had gone down the track to flag the approaching train. When called to give his evidence, Munroe was informed by the Coroner that he need not give evidence unless he desired to do so, as he might be charged with a crime, and the evidence he would give could be used against him. Munroe said he had nothing to fear, as he had done his very best to signal the train and had no hesitation in giving his evidence. He said he went back a distance of fifteen poles with a red lantern;that he first signalled the engineer, and when he received no reply from him ran across the track and waved his lantern on the fireman's side. He said he swung his lantern so hard that it went out, and as a last resort he threw it against the window of the cab as the engine passed him. He did not use tropedoes because he had no time, and owing to the snowstorm he did not see the engine until it was about one hundred yards from him. Other evidence was given along the same lines, and it was also shown that the rules of the Railway Company had been observed with reference to the precautions taken to prevent the collision. In reviewing the evidence the Coroner remarked that Munroe had given his evidence in the most straightforward way and that it was apparent he was telling the truth. The jury returned a verdict of excusable homicide.

(Inquest re Mills and Smith; 7th February, 1908; McMahon, Coroner).

Jury Finds Negligence.

At an inquest held to inquire into the circumstances surrounding the death of Edward Gelly, who lost his life on the 24th January, in a collision between a train of the Great Northern Railway and one of the Quebec & Lake St. John Railway near River Pierre Junction, the Coroner's jury brought in the following verdict—"Died of a fracture of the skull caused by a collision between two trains of the Q. & L. St. J. R., at River Pierre. We find that the Quebec & Lake St. John Railway Company is guilty of negligence in the keeping in repair of their engines."

(Inquest re Gelly; 27th January, 1908).

Appeal for Early Closing By-law Dismissed.

In the case noted at page 697 of the December 1906, of the *Labour Gazette*, an appeal was taken by the city of Montreal from the judgment quashing the early-closing by-law passed by the city and judgment was recently given dismissing the appeal, and affirming the judgment of the Judge of first instance.

(Beauvais v. City of Montreal; 17th February, 1908; Court of Appeal).

Inquest on Victims of Powder Explosion.

An inquest was held to determine the cause of the death of the nine workmen who were killed by an explosion at the works of the Standard Explosives Company, Limited, which occurred at Ile Perrot, near Montreal, on the 11th February. After an exhaustive enquiry the jury returned the following verdict:—

"We, the undersigned jurors, after having heard the evidence, declare that Pierre Menard, J. Baptiste Robillard, Joseph Rozon, Urgel Lauzon, Arthur Legault, Fortunat Trepanier, David Dumberry, Joseph Henripin and George Narge Rousseau have all met death at Ile Perrot, on February, 1908, following an explosion of nitro-glycerine which took place at that date in one of the buildings of the Standard Explosive Company, Limited.

"It is impossible to state the immediate and positive fact which caused the explosion, but it seems evident that it was caused by some thing falling in or against a vat containing nitro-glycerine".

"It is also evident that there can not have been any crime in the actual case, as there was nothing defective which could have led to the belief that an explosion would occur."

The Provincial Inspector of Factories

called as a witness testified that the plant of the Company was equipped with all necessary means to protect the lives of employees.

(Inquest re Menard et al; 15th February, 1908; McMahon, Coroner).

Strikers Fined for Assault on Non-Striker.

Joaquin Morra and Salvador Herrera were recently convicted on a charge of assault upon Jose Esquerada, a fellow workman, and sentenced each to pay a fine of $10 and costs, or in default of payment to one month in jail. The accused were among the cigarmakers who struck work at the cigar factory of Granda Hermanos Y. Ca. The victim, Esquerada, also a Cuban, did not go out on strike. On the 28th January, Morra, Herrera and another man, Martinez, appeared at the door of Esquerada's house, invited him to come out, and asked him if he was going to go to work. When he replied in the affirmative they assaulted him. Esquerada had his temple and the back of his head badly cut and was left lying on the sidewalk. In sentencing the accused the Judge said:—"You were on strike. Nobody cared whether you were on strike or not. You can be on strike for a year if you like, but you must not interfere with the rights of citizens."

(Rex v. Morra et al; Montreal, 12th February, 1908; Choquet, J).

Appeal in Damage Suit Dismissed.

In the case noted at page 941 of the February, 1906, number of the *Labour Gazette*, and at page 212 of the August, 1906, number, and at page 342 of the September, 1907, number, it will be remembered that at the trial before a jury the latter found that the contractor Martineau, who was sued jointly with the Light and Power Co., was not responsible for the accident which killed plaintiff's husband, but that the Light and Power Co., were, and that judgment went against the latter for $8,000. On appeal the Court of Appeal held that the company was not responsible and dismissed the action, which jugdment was affirmed by the Privy Council, the latter Court intimating that if there was any liability for the accident it rested on the contractor Martineau, who had been absolved by the jury of all blame. The plaintiff thereupon took an appeal from the verdict and judgment at the trial in favour of the contractor to the Court of Appeal, which appeal was recently dismissed.

(Dunphy v. Martineau; 17th February, 1908; Court of Appeal).

Interpretation of Words "Without Prejudice."

In the case noted at page 864 of the January number of the *Labour Gazette*, an appealwas taken by defendant to the Court of Appeal from the judgment of the Court of Review reversing the judgment at the trial in defendant's favour. The Court of Appeal has allowed the appeal and the action stands dismissed. In giving judgment, Trenholme, J., said: "The offer of November 11th, 1904, was subject to ratification by the directors. It was never ratified. Another position was offered plaintiff, he accepted it, drew the salary (the same salary as he would have had as manager) attached to it, and I am of opinion thereby waived his rights. The words "without prejudice" in plaintiff's letter affected his rights and preserved them only so long as negotiations were in progress, and when the proposition made to him was accepted by him the privilege preserved by his letter written "without prejudice" became extinguished. There was a contract of novation. Stewart accepted a totally different position to the one he claimed. He entered into the discharge of the duties of the position and remained there for seven months, and was requested to resign after one month's notice (another condition accepted by him). How can he pretend to his rights under his letter to the Company in the face of these facts? There was a new contract between the parties."

Taschereau, C. J., said:—"The words "without prejudice" are applicable only in the case of a proposition not as yet accepted by the other party. When the negotiation is terminated by an agree-

ment the privilege created by the letter written "without prejudice" ceases.

(Stewart v. Nelson; 17th February, 1908; Court of Appeal).

Damages for Death.

Plaintiff, a widow, brought an action in the Superior Court at Quebec to recover damages for the death of her husband, who was killed while in the employment of defendant. Deceased was working on the ground floor of defendant's provision store, when another employee working on the third floor while shifting bags of seed, threw one off his shoulder and it fell too near an opening leading to the floors below and partly slipped down. Before it fell completely through the opening the workman above caught the bag by one of the lugs and whilst holding it shouted to those below to look out. Deceased, hearing the shout, stepped under the opening to look up and was hit by the falling bag and knocked down, his head coming in violent contact with the floor. He died ten days afterwards of inflammation or congestion of the brain. The Court found that there was common fault and divided the damages and awarded plaintiff $600 and costs.

(Cote v. Tanguay; 3rd January, 1908).

Damages for Loss of Fingers.

Plaintiff brought suit in the Superior Court at Montreal to recover $1,500 damages for personal injuries sustained by him while in the employ of defendants, owing as alleged to the negligence of the latter. While at work on the 1st August, 1907, assisting in the unloading of the S. S. "Montreal," plaintiff had one finger of the right hand cut off and the forefinger crushed. Two gangs were at work, one bringing up iron wheels and the other bars of steel from the same hold. Plaintiff, who was working with the gang bringing up the wheels was on a ladder between the two gangs, when one of the bars being raised by the other gang caught his hand on the ladder and caused the injury. Plaintiff claimed that according to the rules when two gangs are working one holds the loads which should have been brought up alternately and not simultaneously. A jury found defendants at fault and awarded plaintiff $350. as damages.

(Lefebvre v. C. P. R. Co.; 30th January, 1808; Lafontaine, J.)

Damages for Crushed Hand.

Plaintiff, as tutor to Antoinette Desrosiers aged 16 years, brought action in the Superior Court at Montreal to recover $3,000 damages on account of the girl having had one of her hands crushed by some machinery while working in defendants' paper-box factory. The Court found that the accident was due to the defective condition of the machinery, and maintained the action to the extent of $250.

(Labelle v. The Miller Bros. Co., Ltd., 3rd February, 1908; Loranger, J.)

Damage Action Settled out of Court.

After one trial at which the jury disagreed, and when half-way through the second trial, an action brought in the Superior Court at Montreal by James Mills, formerly janitor of the Redpath Library, against the corporation of McGill University to recover damages for the loss of three fingers, while in the employ of defendants, was settled, the plaintiff receiving an amount which was not made public. The accident occurred while plaintff was using a planer in making cases for the shipment of books, and he claimed that he was not supposed to do that sort of work, but that he was ordered to do it, although he had been given no instructions as to the working of the planer. Defendants alleged that plaintiff represented himself as an experienced carpenter, and that he undertook the making of the cases voluntarily.

(Mills v. McGill University; 15th February, 1908; Guerin, J.)

Judgment in Damage Action Confirmed.

In the case noted at page 1029 of the March 1907, number of the *Labour Gazette*, an appeal by defendants from the judgment at the trial has been dismissed.

(Matte v. Meldrum Bros., Ltd.,; 31st January, 1908; Court of Review).

ONTARIO CASES.

Verdict of Coroner's Jury on Victims of Dynamite Explosion.

A coroner's jury at Kenora, Ont., brought in the following verdict on January 17th, with respect to a fatal dynamite explosion in connection with the construction of the Transcontinental Railway: (†)

"That M. Dell, Besaraba, M. Gavan and Mazurki came to their death through an explosion of dynamite at Thompson L. Eagan's camp 3, T. C. R. construction work, cause of said explosion being unknown, as all the men at work at the time were killed. We would recommend government inspection of the men in charge of the handling of explosives on all railway construction work or other large works in order to endeavour to lessen the number of accidents from this cause."

Importance of Having Agreements in Writing.

Two suits to recover wages were recently tried and disposed of in the Division Court in the county of Elgin. In the first case plaintiff agreed with defendant to serve him as a farm labourer for a year to run from a future named date, for the sum of $180, and in the second case the agreement was the same with the exception that the remuneration was to be $250. The Statute of Frauds prohibits recovery upon any contract not to be performed within a year, unless such contract be in writing signed by the party to be charged, or some one authorized by him. In each case the plaintiff, after serving for a few months, left the defendant's employ in the summer without justifiable cause, after having received a portion of his wages, but not the full proportion of the year's wage to which he would be entitled, if regard were had simply to the length of time he had served. Upon this calculation $15, would be due to plaintiff in the first case, and $50, to plaintiff in the second case. Suit was in each case brought for wages for the period of actual service, as on a quantum meruit. Both defendants disputed the claims and set up a breach of their contract by the plaintiffs as a complete defence. After reserving judgment the Judge rendered a written judgment covering both cases, in which he reviewed the law at length, and came to the conclusion that no recovery could be had for acts of part performance by a party who has himself repudiated the contract, and that this was equally so in cases where there was a written agreement, and in those where there was none, as in the cases in hand, where the doctrine of part performance was invoked. In dealing with a contention of the plaintiff in one of the cases that he had a right to terminate his contract, if it existed, by a month's notice, according to the well known rule applicable to domestic servants, and if that was the case the deduction of a month's wages might be made in lieu of the month's notice which was not given. The learned Judge said as to this, that apart from the question as to whether a farm labourer is a domestic servant, the contention failed for the reason stated in Smith's Master and Servant, 5th ed., p. 65 as follows:—"But it is conceived to be perfectly clear, notwithstanding a notion to the contrary, which is believed to be not uncommon, that a domestic or other yearly servant, wrongfully quitting his master's service forfeits all claim for wages for that part of the current year during which he has served, and cannot, after having wilfully violated the contract according to which he was hired, claim the sum to which his wages would have amounted had he kept his contract, merely deducting therefrom one month's wages."

The actions were accordingly dismissed.

(Collins v. Smith; Campbell v. McWilliams; 3rd February, 1908; Ermatinger, Co. J.)

Of Interest to Members of Fraternal Societies.

An interesting case was recently disposed of in Court at Ottawa, as to liability in case of non-payment of dues. The action was brought by St. Bridget's Court of the Catholic Order of Foresters

† A report of this disaster was published in the *Labour Gazette* for February, 1908, page 1,006.

against one of its members. Defendant defaulted payment of dues, which were paid to the High Court by St. Bridget's Court accordiug to custom. The amount of the dues paid to the High Court by the Local Court, together with the Local Court dues, amounted to $44.94. Defendant refused to pay these, as he claimed that from the time he defaulted a payment he became no longer a member and was not enjoying any of the benefits of the order afterwards. He had never instructed the Local Court to pay his High Court, dues for him. The judge found that he was enjoying the benefits of the Society and was insured during the time his dues were being paid by the Local Court. While the plaintiffs had failed to establish that they had been instructed by defendant to pay his fees, the request was implied by law. He therefore gave judgment for the full amount claimed and costs.

(St. Bridget's Court, C. O. F., v. Butterworth; 19th February, 1908; MacTavish, Co. J.)

Plumbers' Combine.

An echo of the prosecution of the Plumbers' Association for an illegal combination in restraint of trade was heard in the Assize Court at Toronto recently. Plaintiffs, a firm of plumbers, sued defendants to recover $698.92 as balance on an account for installing fire-extinguishing apparatus in the latter's factory. The defendants resisted payment, alleging that the contract on which the claim was based was void, as the plaintiffs had entered into an illegal conspiracy to prevent competition among the tenderers. Sums amounting to $4,000 had already been paid to plaintiffs by defendants, on the contract and they filed a counter claim asking for the return of the amount or some part of it. The case for the defence arose out of the recent conviction of the Plumbers' Association as being an illegal combine in restraint of trade, but the presiding Judge refused to admit general evidence about the Plumbers' Association and the Plumbers' Supply Company as part of the defendants' case, saying that evidence of a general conspiracy had nothing to do with the particular contract in dispute and that unless the evidence showed that the tenderers for this particular contract compared their tenders he could not admit it. The jury brought in a verdict for $600.

(McGuire v. Cobban Mfg. Co.; 19th February, 1908; Falconbridge, C. J.)

Jury Condemn Drill Runner and Mine Management.

An inquest was held at Cobalt to enquire into the cause of the death of Constant Courtout, who was killed at the Right-of-Way mine on 14th February. Courtout, who was a machine helper, set up a drill in the southwest crosscut from the main drift of No. 1 shaft at the 75 foot level, and drilled into an old hole, where it is supposed a small portion of powder remained in the bottom of the hole and failed to explode, and when Courtout drilled into it an explosion occurred, killing Courtout and seriously injuring Emile Bernier, a drill runner, who was working with him. The Coroner's jury brought in the following verdict:—"Constant Courtout came to his death from an explosion of dynamite as the result of incompetency on the part of Emile Bernier, drill runner, also gross negligence on the part of the mine management in not having the end of the abandoned shaft examined before sending men in to work." The jury further censured the management for employing incompetent miners.

(Inquest re Courtout; 17th February, 1908).

Defence of Want of Notice of Accident Fails.

Action under the Workmen's Compensation for Injuries Act for personal injuries sustained by plaintiff, a workman in defendants' mill, owing, as alleged to the negligence of defendants or their servants. Plaintiff, a young man 25 years of age, had been a day and a half employed in the mill of defendants at a wage of $9 a week, when the accident happened in which he was injured. There was a perpendicular elevator with belt and steps thereon revolving from top to bottom floor of the mill. It was used both by the men and also for the

carriage of goods, etc. The steps are the width of the band or belt, i. e., 14 inches or so, and were 12 inches thick. Plaintiff was set to work by the foreman on the lower storey taking off bags of crushed oats which were carried from the second storey, and handing them over to another workman to be weighed. Plaintiff was a new hand at the work, and on the second day he was put to work for the first time at this kind of elevator and was hurt a few minutes after, by a bag falling off the step of the elevator. It was not an uncommon thing for bags to fall off the elevator, and while defendants sought to show that plaintiff had been warned of the danger, the trial judge held that the foreman should have taken more pains to advise him of the danger and the means of safety, and he found the defendants guilty of negligence in this regard and awarded plaintiff $400 damages.

Defendants contended that the notice of accident required to be given by the act was given too late, the 12 weeks having expired on the 8th of May, while the accident happened on the 12th, February. Notice was only given on the 18th May, or ten days too late. They set this fact up by way of defence, but themselves did not give the notice required to be given by the Act, Sec. 14, that they intended to rely on the want of notice as a defence, until after the case had been called on the list and had been put to the foot of the list. This was on 23rd January, and the case was again called on the 27th January, when it was put off on the application of defendants, they not being ready to proceed, although plaintiff was. The Act, sec. 14. requires the defendant's notice to be served "not less than 7 days before the hearing of the action," so that on 27th January, when plaintiff was ready to go on, the 7 days had not expired. The trial Judge held that under the circumstances the notice should have been served 7 clear days before the 27th January, and declined to give effect to the defence based upon the want of notice of accident by plaintiff, as to which he said the defendants were in no wise or in any sense prejudiced in their defence by the omission.

(Potter v. McCann; 15th February, 1908; Boyd, C.)

Damages for Death of Railway Watchman.

Plaintiff sued under the provisions of the Fatal Accidents Act to recover damages for the death of her husband, who was killed on the night of 14th October, 1907, owing as she alleged to the negligence of defendants, and the action was brought for the benefit of the plaintiff and four children of the deceased. He was a watchman in the employment of the defendants at the Colborne Street crossing of their railway in the city of London. According to the evidence, deceased was last seen alive a few minutes before his dead body was discovered between the rails of a track called the "Old Port" and five or six feet from the west side of Colborne Street. When seen alive deceased was on the sidewalk on the east side of Colborne Street, between Taylor's and Walker's tracks, carrying his lamp. On this night, which was said not to be very dark, a train crew was engaged in making up a train, which came from the old Grand Trunk yard, and was then backed eastward in order to put two cars on the "Old Port" track, west of Colborne Street; it was then pulled across Colborne Street eastward till the engine which was at the head of it was beyond Burwell Street, the next intersecting street east of Colborne Street; two cars were then backed on to the old Grand Trunk track. After this was done, the train went eastward on that track about 100 feet east of Colborne Street; two cars were kicked off and ran across Colborne Stree; the brakeman was on the top of the westerly car, standing about twelve feet from the east end of it, he had a lamp in his hand and glanced westward, not looking as he said for anyone, thinking, as he also said, that it was not his business to look when there was a watchman on the crossing; he made no signal and gave no warning that the cars were in motion, but was on the car apparently

for the sole purpose of stopping the cars by the application of the brakes when they had gone the distance they were intended to go west of Colborne Street; there was no light on the crossing, but there was one on Bathurst Street and another on York Street, each distant from 150 to 175 feet from the tracks crossing Colborne Street; no one was stationed on either of the cars that were being kicked off, to warm persons, and the engine bell was not ringing. When the deceased was found, his head was severed from his body, which had evidently been run over by a car. The trial Judge held that the inference could properly be drawn that the deceased was knocked down and run over by the two cars which were being kicked across Colborne Street, and that the deceased was not aware of the approach of the moving cars; that defendants were guilty of negligence in that they failed to discharge their duty not to subject the deceased to unnecessary danger and that deceased was not guilty of contributory negligence. He also held that Section 276 of the Railway Act, providing for the stationing of persons on trains or parts of trains moving reversely to give warning to persons crossing the tracks, was applicable as regards deceased. Judgment was given in plaintiff's favour for $900 damages.

(Lamond v. G. T. R.: 21st February, 1908; Meredith, C. J.)

Appeal in Damage Suit Dismissed.

In a case noted at page 737 of the December number of the *Labour Gazette*, an appeal was taken by plaintiff from the judgment at the trial dismissing the action. In dismissing the appeal the Court held that, granting that there was initial negligence on the part of defendants in failing to plant a flag 24 poles distant from the broken rail, yet upon a review of all the evidence it is impossible to displace the judgment appealed from. The warnings given to the deceased engine driver were the planting of the red flag 1,800 feet (14 poles) distant, and beyond that four rails in length, a torpedo on the track. This flag could be seen about 450 feet before coming to it, and shortly after passing the flag the place could easily be seen in the light of day, where the men were working at the repairs on the track. For the last 1,200 feet there was an up-grade, which terminated just at the place of repair, which was on the level. The expert said that a train of this size, at this rate of speed, could be stopped in 460 feet by proper service application of the brakes, and after getting down to the slow speed could have been readily stopped within 30 feet. The evidence leads to the belief that the driver misapprehended the situation, mistook his duties, and violated several plain rules of the company. The single torpedo explosion and the red flag are each signals to stop, whereas the driver's response was as for a green and a red flag which means "proceed with caution", as that is what the driver did until the engine ran off and he was killed. This is shown by the gauge of the air brakes, which showed that there was not sufficient service application to stop the train. This the deceased failed to do, either from mistake, disobedience or other inexplicable cause. No blame in this regard can rest on the company, for all the appliances were in efficient order. Besides this, the section foreman ran down the track about 150 yards waving his hand and hat violently, and the other men also gave warning, standing where the repairs were being made. The necessity of prompt decision is of vital importance in railway administration. The man in charge of an engine is not to reason why when a signal is given; his duty is prompt and accurate obedience. Here he had ample opportunity, with entire safety to have stopped the train in due course by a gradual and full application of the brakes so as to get a full-set brake, and this without doing any injury to the plant of the Company.

(Fanning v. C. P. R. Co.; 19th February, 1908; Divisional Court).

Motorman Acquitted of Criminal Negligence.

George C. Smith, who was committed for trial on a charge of criminal negligence in running into a freight train at the

Queen Street east crossing of the G. T. R., as noted at page 1 of the February number of the *Labour Gazette*, was tried at the General Sessions for the County of York. After the evidence was in, the presiding Judge directed the jury to acquit the prisoner, the Crown having failed to prove the charge. The accused was acquitted accordingly'

(Rex v. Smith; 14th January, 1908; Winchester, Co. J.)

Jury Finds Death Accidental.

An inquest was held at St. Catharines to determine the cause of the death of Conductor A. E. Campbell, who was killed in a train wreck at Merritton on the line of the G. T. R., on 27th January. A through freight coming down over the Welland division met with a mishap just as it approached McKenzie's crossing, about three hundred yards east of the station. An axle on one of the cars snapped and the rear end of the train was thrown into the ditch and a portion of the train strewn over the main line tracks. A second fast freight just at this moment approached from Niagara Falls, crashed into the wrecked train and demolished several freight cars. Campbell, conductor on the Welland division train was thrown under a car when the first crash came and instantly killed. After hearing all the evidence the Coroner's jury returned a verdict that the death was accidental and no one was to blame.

(Inquest re Campbell; 30th January, 1908; Merritt, Coroner).

Jury Finds Negligence of Person Unknown

An inquest was held to enquire into the circumstances surrounding the death of William Neish, a fireman on the Michigan Central R. R., who was killed while on duty on 30th January at Ruscombe. Evidence shewed that Neish was killed by jumping from his engine after an explosion in the fire-box, but that his scalds were sufficient to cause death. The explosion was due not to a bursting flue, but to the crown sheet pulling away from the stay bolts and dropping. Experts declined to say if this was due to defective workmanship or to the sheet being burned. The jury rendered a verdict to the effect that Neish's death was due to negligence on the part of some party unknown to the jury.

(Inquest re Neish; 5th February, 1908; McNiven, Coroner).

Engineer, Conductor and Motorman Committed for Trial.

In connection with the case noted at page 102 of the February number of the *Labour Gazette*, warrants were issued for the arrest of engineer, conductor and motorman respectively on a charge of manslaughter. After a preliminary hearing in the Police Court the accused were committed for trial.

(Rex v. Moran et al; 7th February, 1908; O'Keefe, P.M.

Fraudulent Apple Packing.

In the Police Court at Trenton the case of G. Alger and F. A. Ferguson on a charge preferred by the Government Inspector of improper marking of apples, was heard. The principal witness for the prosecution was Inspector Gandy of St. John, N. B., who examined the apples in question and swore positively that the packing was fraudulent and the packages over-marked. Alger, one of the accused, was not present. Ferguson was convicted, and announced his intention to go to jail rather than pay a fine, and the heavy costs necessary in bringing testimony from New Brunswick.

(Rex v. Alger & Ferguson; 6th February, 1908; O'Rourke, P. M.)

Geo. E. Alger, of Frankford, was convicted in the Police Court at Trenton of offering for sale 59 barrels of apples packed contrary to the provisions of the Inspection Act. Evidence was given that the packages contained a large percentage of small, defective and inferior specimens. The Magistrate, in pronouncing sentence, said that had it not been the first offence of the defendant he would have imposed the maximum penalty. As it was he imposed a fine of 50c. a package.

(Rex v. Alger; 27th January, 1908; O'Rourke, P. M.)

Five apple dealers were recently fined $10 and costs each in the Police Court at Brighton for violations of the Dominion Fruit Marks Act. There have been many prosecutions in that locality, and in nearly every case the shippers and packers have pleaded guilty, and paid their fines. At the conclusion of the cases, the Government Inspector gave a short address to the large number of fruit dealers present, explaining sections of the Act and making clear that the object of the Department in prosecuting the offenders was not to persecute certain individuals but to uphold the integrity of the apple trade at home and abroad.

(7th February, 1908; Wade, P. M.)

R. J. Graham, fruit shipper of Belleville, recently pleaded guilty in the Police Court to three charges of violating the Fruit Marks Act in selling, offering, exposing or having in his possession for sale, fruit marked higher than its quality would warrant. He was fined 25 cents a barrel for all such fruit. Three packers in Mr. Graham's employ, T. J. Thompson of Springbrook, James Marchen of Tweed and L. Emmerson of Tweed, pleaded guilty to packing the fraudulently marked fruit, and were fined $5. each and costs.

(Rex v. Graham et al; 13th February, 1908; Masson, P. M.)

At Brighton recently Robert Wade, a fruit shipper, who, it was alleged, had sent a number of barrels of fraudulently marked fruit to Montreal, was convicted and fined 25 cents a barrel for 72 barrels and the costs.

(Rex v.Wade; 12th February, 1908; Wade, P. M.)

Fraudulent Use of the Mails.

On the instructions of the Post Office authorities, Daniel Murray was arrested at Toronto on a charge of fraudulent use of the mails. Accused had been flooding the Province with circulars, describing himself as Murray & Co., manufacturing jewellers, 129 Queen Street East, offering $25 worth of Jewellery for $6.—50 cents down and the balance to be paid in monthly instalments of 50 cents. When the detectives searched the premises at Queen Street East they found no trace of jewellery, but there was about $16 in money received in answer to advertisements, this representing some first instalments of 50 cents paid on the jewellery. After a hearing in the Police Court, Murray was convicted and sentenced to 30 days in jail.

(Rex v. Murray; 7th February, 1908; Denison, P. M.)

William J. Francis was recently arrested at Toronto on a charge of using the mails for fraudulent purposes. He had been for some time past advertising indiscriminately for stenographers, bookkeepers and other clerical female workers, not only in Toronto, but in the neighborhood of Sault Ste. Marie. The matter was brought to the attention of the Post Office authorities by a young woman who had answered one of the advertisements only to find that he had no position at his disposal. A search of the accused's room resulted in the finding of over a hundred letters from different people, most of them replies to advertisements of non-existent positions. After an investigation the Post Office Inspector, who laid the charge, found that there was no criminal intent on the part of accused, and he withdrew the charge.

(Rex v. Francis; 18th February, 1908; Denison, P. M.)

Breach of Lord's Day Act.

Louis Birks, a newsboy, was recently fined $40 in the Police Court at Hamilton, for selling American newspapers on Sunday, 12th January, contrary to the provisions of the Lord's Day Act. Birks did not deny the offence, but a plea was made on his behalf that he had as much right to sell papers on Sunday as on any other day. The Magistrate imposed the maximum fine, because Birks had been disobeying the law, the police, and the Courts by persisting in selling papers on Sunday, after being cautioned.*

(Rex v. Birks; 11th February, 1908; Jelfs, P. M.)

Claimed Damages for Arrest while Picketing.

At the Jury Assizes at Toronto recently an action was tried in which

*For a record of a former conviction of Birks for the same offence, see page 1144 of the April, 1907, number of the *Labour Gazette*.

plaintiff, a young machinist, through his father sought to recover $1,000 damages from defendants for false arrest. In his evidence the young man said that he was one of the striking machinists, and for several weeks had acted as a picket outside the defendants' workshop, and on 12th August last at the instance of one of defendants, he was arrested by a plain clothes officer and placed under custody. In the Police Court he was discharged, as no information was laid against him. The defendants denied that they had ordered any criminal procesution to be instituted against the young man. After the conclusion of the plaintiff's case the presiding Judge took the case from the Jury and dismissed the action.

(Plant v. Jones & Moore Electric Co.; 19th February, 1908; Falconbridge, C. J.)

New Trial of Damage Action Ordered.

Action by a workman under the Workmen's Compensation Act to recover damages for the loss of an eye caused by the bursting of an alleged defective anvil under a steam hammer that he was operating. At the trial before Mabee, J., plaintiff recovered a verdict for $1,500 damages. Defendants appealed and asked for a new trial on the ground of improper admission of evidence. During the cross-examination of the manager of the defendant company, counsel for the plaintiff, against the strong objection of counsel for defendants, and after being warned by the trial Judge that he must be prepared to take the risk, was allowed to prove the fact that the defendant company was insured against accidents, and that the guarantee company, to which the defendants paid their premium, had to stand between them and loss. The Court held that this evidence was improperly admitted, and that it could not be said that it did not affect the result, and ordered a new trial.

(Lougheed v. Collingwood Shipbuilding Co.; 31st January, 1908; Divisional Court.)

Damage Action Settled.

An action brought by the widow of James S. Irvine, a baggage-man in the employ of the C. P. R., who was killed in a wreck at Moor Lake in November last, to recover damages for his death, alleging negligence on the part of the Railway, has been settled out of Court by payment to the plaintiff for herself and children of the sum of $2,437.48.

(Irvine v. C. P. R.; 8th February, 1908).

Judgment in Damage Action Confirmed.

In the case noted at page 870 of the January number of the *Labour Gazette*, a Divisional Court has dismissed an appeal taken by plaintiff from the judgment at the trial dismissing the action on motion for non-suit.

(Whiteman v. Hamilton Steel & Iron Co.; 11th February, 1908).

Consent Judgments in Damage Actions.

Arthur Tarry, an employee of defendants at East Toronto, was killed in the railway yards in February, 1907, leaving one son an infant. A consent judgment was approved by the Court on behalf of the infant, by which plaintiff was awarded $950 damages and $250 from the Grand Trunk Insurance and Provident Society, the money to be paid into Court for the benefit of the infant.

(Tarry v. G. T. R. Co.; 16th February, 1908;, Britton J).

In an action brought by the widow and three children of Thomas Aughton, a scaffold maker in the employ of Brown & Love, contractors, who was killed by a fall from the fifth storey of the Confederation Life building on November 14th last, a consent judgment has been entered in plaintiff's favour for $250, the judgment being approved by the Court on behalf of the infant plaintiff's. Of the sum awarded, $50 goes to the widow, and $200 is paid to the Official Guardian, to be by him applied in his discretion from time to time for the maintenance of the infants.

(Aughton v. Dominion Bridge Co.; 10th February, 1908 Britton, J.)

Damage Action Settled.

Plaintiff's husband was killed while working in defendants' factory, but the

death appeared to have been purely accidental. By consent, however, the parties agreed that judgment should be entered for plaintiff for $875 and costs. Of this sum $500 to be applied in paying balance due on house built by deceased, and balance to be paid to plaintiff for her own benefit. House not to be sold without sanction of Court.

(Liptrott v. Whitman & Barnes Co.; 29th January, 1908; Mulock, C. J.)

New Trial Ordered.

In the case noted at page 739 of the December, 1907, number of the *Labour Gazette*, on an appeal by plaintiff from the judgment at the trial dismissing the action, a new trial of the cases has been ordered by the Court.

(Curtis v. Michigan Central R. R. Co.; 29th January, 1908; Divisional Court.)

Appeal in Damage Suit Dismissed.

Plaintiff sued to recover damages for the loss of an eye and two fingers while in the employ of defendant, owing as alleged to the negligence of the latter. At the close of the case motion was made to non-suit the plaintiff, but judgment on such motion was reserved, the case being allowed to go to the jury who rendered a verdict for plaintiff for $300. Subsequently, on the 19th October, 1907, Falconbridge, C. J., gave judgment on the motion for non-suit dismissing the action. Plaintiff appealed, but his appeal has been dismissed with costs.

(Hammill v. Nicholson; 30th January, 1908; Divisional Court).

In the case noted at page 620 of the November, 1907, number of the *Labour Gazette*, appeals by plaintiffs from the judgments dismissing the actions after the trial have been dismissed.

(Ede v. Canada Foundry Co.; Lynn v. the same; 1st February, 1908; Divisional Court).

New Trial of Damage Action.

Plaintiff, a labourer employed by defendants, brought action to recover damages for personal injuries sustained by him while in the employment of defendants, owing, as alleged, to the negligence of the latter. Plaintiff alleged that he was ordered to dry some dynamite, and that while so engaged the dynamite exploded and he lost the sight of one eye and was otherwise injured. Defendants, besides denying that the injury was caused by an explosion of dynamite, alleged that plaintiff was injured by an explosion of detonating caps which he was carrying in his pocket, contrary to orders, and that it was caused by his own negligence. At the trial plaintiff failed to obtain leave to amend by charging defendants with negligence, causing injury to him by the explosion of caps. At the trial the jury found that the plaintiff's injury was not caused by an explosion of dynamite, and the presiding judge, Judge Britton, J., on 4th October, 1907, entered judgment dismissing the action. Plaintiff appealed and the Court has allowed the appeal and granted the amendment asked for at the trial and ordered a new trial.

(Pascal v. Nicholson; 13 February, 1908; Divisional Court).

Fraudulent Employment Agent Convicted

H. Chapman was recently arrested at London while fleeing to the United States, and brought back to Toronto, where he was wanted on a charge of obtaining money by false pretences from a number of Italians. On the pretence that he would secure work for them at Queen's University for which it would be necessary for them to have uniforms, he secured sums ranging from $7 to $15, from his victims. He represented that they would get $2.50 a day and their most arduous duties would be wearing splendid uniforms and answering the bell for dinner. After pleading not guilty, Chapman changed his plea to guilty and was sentenced to 13 months in the Central Prison.

(Rex v. Chapman; Chapman; 19th February, 1908; Denison, P. M.)

Employment Agent Loses Action for Conspiracy.

An action to recover $5,000 damages from J. Ross Robertson, proprietor of the Evening Telegram, C. O. Knowles,

news editor and J. C. Boylen, a reporter of the paper came up for trial at Toronto recently. The plaintiff was D. J. Van Dusen, who runs an employment agency in the city, under the name of the New Method Employment Bureau. He alleged that the defendants entered into a conspiracy to injure his business on November 21st, 1906. Boylen and Hall, another reporter, were directed to investigate complaints into the methods employed by Van Dusen in his business. Hall went up to the Bureau on November 21st to ask for a position. He paid $1 and was sent to a firm on Wellington Street for a book-keeper's job, and was told by the firm that the position had been filled some time before, so Hall returned and reported the fact to Van Dusen. A week later Boylen went to the Bureau and asked for a book-keeper's position. He paid $1 and was sent to the Wellington Street firm, where he received the same answer as Hall. Hall then swore out an information charging Van Dusen with fraud. In the Police Court the case was dismissed, but it was followed by the publication of an article in the Telegram which Van Dusen claimed damaged his business. At the close of the plaintiff's case the presiding Judge nonsuited the plaintiff and dismissed the action. In doing so the Judge said that the defendant Robertson had only done his duty in investigating the complaints which came into his newspaper office about the methods of the plaintiff, who used his advertising columns.

(VanDusen v. Robertson et al; 12th February, 1908; Mabee, J.)

Cases Under Ontario Factories Act.

On Dec. 27th, action was brought against the owner of a building occupied as a cigar factory in Toronto for not providing the necessary lavatory accommodation as required by sec. 15—16 Ontario Factories Act. the information was laid by A. W. Holmes, Factory Inspector, before Magistrate Kingsford. On hearing the evidence the Magistrate gave defendant one week in which to provide the necessary accommodation, at the end of one week satisfactory progress had been made, and an extension of another week was added. As the work was completed within the time allowed the case was withrdawn at the instance of the inspector.

The Manitoulin Ranch & Lumber Company operates a saw mill at Meldrum Bay on Manitoulin Island. About Nov. 15 a boy 10 years of age was brought from Meldrum Bay to Gore Bay to have a surgical operation performed on his head, a portion of which had been taken off by a saw while he was at this company's mill. This accident to a child under school age was brought to the notice of the resident school inspector, and on inquiry it was found that a large number of boys under 14 years of age had been employed in this mill all summer. Shortly after this (Nov. 28) a report came from Little Currant that a boy twelve years old had been caught in a machine shaft in a mill there and killed. Later, five informations were sworn against this company for violation of various provisions of the act.

The cases were held at Meldrum Bay on Nov. 27. Police Magistrate Price of Gore Bay, presiding. The following is a summary of the results:—

(1) For employing Nelson Smith a boy 10 years of age contrary to the provisions of R. S. O. 1897 Chap. 256. It appeared from the evidence that this boy had been employed in the shingle mill, a department of the company's saw mill, and while working there had had a portion of his hand taken off. He had also been employed by the company at other work in the mill. Conviction was secured for the limit $50.00 and costs.

(2) For employing Lawrence Russ, a boy 11 years of age contrary to the provisions of R. S. O. 1897 Chap. 256. This boy was employed to operate a buzz saw cutting bands for shingles. This is considered a hazardous job for an adult. Conviction was secured for $30.00 and costs.

(3) For employing Leslie Russ a boy ten years of age contrary to the provisions of Chapter 256, R. S. O. This boy was employed turning shingle butts, and also took turns in relieving Lawrence

Russ in operating the buzz saw. A judgment for $10.00 and costs was obtained.

(4) An information had been laid against the company for keeping their factory in a condition so as to endanger the health and safety of their employees, contrary to the provision of the act. The company having been impressed by the cases first heard, the prosecution. thought it well not to press this last charge and the case was withdrawn.

(5) On Dec. 4th, Mr. A. W. Holmes, Inspector of Factories laid information in ten cases, against Messrs. Moulthrop, Sharp and Jackson of Little Currant and the Wolverine Lumber Co., before Magistrate Price of Gore Bay which resulted as follows.

(1) For failure to send written notice of the death of one George Jones killed in their mill at Little Currant to the Inspector of Factories as provided by sec. 22—23—24 Ontario Factories Act, fined $50.00 and costs.

(2) For having in their employ a boy 12 years of age contrary to the Act, for carrying water to the mill and drawing slabs to a conveyer, fined $50.00 and costs.

(3) For having in their employ a boy 12 years of age, fined $5.00 and costs.

(4) For employing a boy 13 years, of age, $1.00 and costs.

Prosecutions against the Wolverine Cedar and Lumber Co., were brought as follows.

(1) For failure to furnish notice to the Inspector, of accident in mill, fined $10.00 and costs.

(2) For having in their employ a boy 12 years of age fined $5.00 and costs.

(3) For having in their employ a boy under 14 years, fined $5.00 and costs.

(4) For having in their employ a boy under 14 years, fined $5.00 and costs.

Prosecutions were brought at Little Currant against parents for permitting their boys under the age of 14 years to work in the saw mills. John Smith and John Stewart were each fined $1.00 and costs.

SASKATCHEWAN CASE.

Engineer Acquitted of Charge of Manslaughter.

As the result of the verdict of a Coroner's jury, Robert Hinchey, an engineer in the employment of the C. P. R., was arrested on a charge of manslaughter through criminal negligence in connection with a collision between two trains near Fushimi siding on the morning of October 30th, 1907, and after a preliminary hearing was committed for trial at the Assizes. The collision resulted in the death of Charles Britt, a fireman, and N. J. Robinson, an express messenger, both on the train which accused was driving. Hinchey, who was the engineer of the eastbound passenger local, received orders to wait at Fushimi siding until eight o'clock for extra freight No. 1314. At four minutes to eight the collision occurred between the freight and the passenger trains a mile and a quarter east of the siding. At the trial all the witnesses for the Crown agreed as to the time, but the defence built up a case on expert evidence to the effect that standard watches with stem wind and set are unreliable. Accused went on the stand and stated that his watch was 20 seconds out on leaving Moose Jaw. At Fushimi siding his time half a minute past eight and he ran through thinking that the freight was holding at Pilot Butte. He had a new engine and the packing around the inspirator blew out. While fixing this the wreck occurred. Other railwaymen testified that their watches often gained slightly within a few miles, and were generally unreliable. The baggageman testified that after the wreck he looked at Hinchey's watch, which was eight minutes fast. The jury returned a verdict of "not guilty".

(Rex v. Hinchey; 31st January, 1908; Regina Assizes).

BRITISH COLUMBIA CASES.

Natal Act Declared Ultra Vires with Respect to Japanese.

Two Japanese were recently arrested at New Westminster on a charge of violation of the Natal Act recently passed by the Provincial Legislature, in

entering the Province without complying with the requirements of the Act. They were each fined $500, and sentenced to twelve months' imprisonment. They refused to take advantage of the option granted by the Magistrate that each furnish security in two sums of $250 and take their liberty on condition of their immediately leaving the Province, being resolved to test the validity of the Act under which they were arrested. Subsequently Habeas Corpus proceedings were taken on their behalf in the Supreme Court of British Columbia with the result that the Act has been declared to be in conflict with Dominion legislation on the same subject matter and therefore *ultra vires* of the Province. In rendering his decision to this effect, the Hon. Chief Justice Hunter of British Columbia, spoke in part as follows:—

HIS LORDSHIP'S DECISION.

"It is, as I understand it, admitted at the outset that the applicants here are subjects of the Emperor of Japan, and they come to court questioning the validity of their detention under the act which has been recently passed by the British Columbia legislature, which, for the sake of brevity, I shall refer to as the Natal Act.

Now, so far as I can see, it is not necessary on the present occasion to consider how far the Natal Act is repugnant to the provisions of the Canadian Immigration Act. My present impression is, although it is not necessary for me so to decide, and I desire to guard myself against being understood as having arrived at any definite judicial conclusion about the matter, my present impression is that the Natal Act cannot be said to be repugnant to the Dominion Immigration Act. No section has been pointed out to me which lays down a standard by which the rights of any person seeking admission into Canada can be measured, i. e., which says who shall be allowed in, or who shall be kept out, excepting certain provisions which include certain persons, such as criminals, idiots paupers, beggars, prostitutes, and so forth, and which are of a negative character.

Now, inasmuch as the British North America Act permits the enactment of laws relating to immigration by the local legislatures insofar and so long as they are not repugnant to any act of Canada, I am not prepared to say from the cursory glance I have had of the Canadian Act that the provisions I have just alluded to in the Dominion Act as the Natal Act appear merely to add to the list of excluded persons.

CONSTITUTIONALITY UNDECIDED.

At any rate, I have come to the conclusion that it is not necessary for me to decide on the present occasion whether the act is intra or ultra vires of the local legislature. I have only to consider on the present occasion how far the provisions of this act interfere with or nullify the act known as the Japanese Treaty Act, which was passed in 1907 by the parliament of Canada. Now, that act recites the treaty which exists between the Imperial government and the Japanese government, and proceeds to enact that the provisions of that treaty are sanctioned—that being the expression that is used in the act. I think it must be plain that when the Dominion parliament sanctioned this treaty between the imperial government and the emperor of Japan, that they intended to make the provisions of that treaty a part of the law of Canada.

DOMINION'S POWERS.

And then the only question is, have they that power? I have no doubt under the combined operation of sec. 132 and sec. 95 of the B. N. A. Act, that the Dominion parliament had the power. Sec. 95 provides that the parliament of Canada has power from time to time to make laws in relation to agriculture in all or any of the provinces, and in relation to immigration in all or any of the provinces; and that any law of the legislature of the province relative to agriculture or to immigration shall have effect in and for the province so long and so far only as it is not repugnant to any act of the parliament of Canada; and the other section empowers the parliament of Canada to

make any law necessary or proper to secure the performance of Canada's obligations as a part of the empire, in other words, to confirm by positive law that which otherwise would rest on convention or agreement only.

That being so, the question at once comes up as to whether the provisions of the Natal Act in any way nullify, or are contradictory to the provisions of the act of the parliament of Canada, which is known as the Japanese Treaty Act.

The provisions of the Natal Act lay down certain conditions upon which any person seeking to enter the province may enter, which conditions must be complied with before admission is granted. Among those conditions is the requirement by which a person shall, if requested to do so by the immigration officer, write out in English or any language of Europe, an application to the provincial secretary to the effect set out in a certain schedule.

When we come to compare the provision of the Japanese Treaty Act with those of the Natal Act, we find it is agreed that the subjects of either of the contracting parties shall have full liberty to enter, travel or reside in any of the dominions or possessions of the other contracting party, and shall enjoy full protection for person and property, etc.

It will be observed the language is "the subjects," not such subjects as may be permitted by any province, that is to say, all the subjects except of course such subjects as are excluded by the authority of the parliament which is granting the right; and we find that in the Canadian Immigration Act the Dominion parliament has specified certain classes of people who shall be debarred from entering into the country, and there is no limitation or mention made as to their nationality, or source of origin, but any one coming within any of these special classes is debarred, whether of Japanese or Chinese or any other nationality. And as the Canadian Immigration Act must be read together with the Japanese Treaty Act, the joint effect of those two acts is that the subjects of the emperor of Japan, other than those which come within those specified classes, shall have the full right and liberty to enter, travel, or reside in any part of this Dominion.

Therefore as the power of the province to pass immigration laws is conditional upon such laws not being repugnant to those passed by the parliament of Canada, it follows that to the extent to which the Natal Act is inconsistent with the Canadian legislation to that extent it is inoperative, and therefore the applications are entitled to their discharge".

(21st February, 1908; Hunter, C. J.)

An appeal to the full Court was later taken by the Province of British Columbia from above decision of Chief Justice Hunter and was dismissed, the Court unanimously agreeing with the decision appealed from.

(24th February, 1908; Supreme Court, B. C.)

As the Japanese in question in the above came into Canada from the United States, the Dominion Immigration Officer subsequently deported them for entering the country in defiance of the Order-in-Council prohibiting immigants from coming in, save direct from their land of birth or citizenship.

The section of the British North America Act under which the Provincial Act was declared *ultra vires* reads as follows:—

"95. In each Province, the Legislature may make laws in relation to Agriculture in the Province, and to Immigration into the Province; and it is hereby declared that the Parliament of Canada may, from time to time, make laws in relation to Agriculture in all or any of the Provinces, and to Immigration into all or any of the Provinces; and any law of the Legislature of a Province relative to Agriculture or to Immigration shall have effect in and for the Province, as long and as far only as it is not repugnant to any Act of the Parliament of Canada."

Employment Agent Sent to Prison.

Frank Hagelbeick, an employment agent at Vancouver, was convicted of obtaining money by false pretences from workmen looking for work, and sentenced to six months in jail with hard labour. It was shown that he had taken a dollar from each of two men as a fee for obtaining them employment, but when the men went to the job they found that.

there was no opening for them, and complained to the police with the above result.

(Rex v. Hagelbeick; 20th January, 1908; Alexander, P. M.)

ENGLISH CASES.

Accident Arising in Course of Employment.

A large number of workmen employed at the defendants' colliery lived some six miles from the colliery. Defendants supplied a train composed of carriages belonging to them, each morning and evening to bring the workmen to and from their work without charge, and this train was run upon the line of a railway company by a locomotive provided by the railway company. The defendants erected a platform on the line, upon land belonging to the railway company, about a quarter of a mile from the colliery, and the workmen walked from the platform to the colliery by the public road. The platform was repaired and lighted by defendants. While waiting at the platform for the train on his way home from work, one of the workmen was accidently pushed off the platform and killed by the train. In proceedings by his widow to have compensation under the Workmen's Compensation Act, 1906, the County Court Judge found that it was an implied term of the contract of service that the trains should be provided by the defendants, and that the workmen should be entitled to travel in them to and fro without charge, and he held that the relationship of master and servant existed at the time of the accident, and that the case came within the Act. The Court of Appeal held that in those circumstances the accident arose "out of and in the course of the employment" within the meaning of s. 1., subs. 1, of the Act, and the defendants were liable to pay compensation.

(Cremins v. Guest, Keen & Nettleford, 13th December, 1907; Court of Appeal.)

Forfeiture of Wages.

The Court of Appeal has affirmed the decision of the Divisional Court in plaintiff's favour in the case noted at page 1455 of the June, 1907, number of the *Labour Gazette*.

(Parkin v. South Hetton Coal Co.; 16th December, 1907).

Computation of Average Weekly Earnings

The "average weekly earnings" of a workman are by schedule 1, s. 2 (a), of the Workmen's Compensation Act, 1906, to be computed in such manner as is best calculated to give the rate per week at which the workman was being remunerated." The rate of remuneration is not to be fixed by the wages the workman was earning at the date of the accident. Where such a computation is "impracticable" an estimate must be made as nearly as possible of the rate at which the workman was being remunerated, and "regard may be had to the average weekly amount which, during the 12 months previous to the accident, was being earned by a person in the same grade employed at the same work by the same employer, or if there is no person so employed, by a person in the same grade, employed in the same class of employment and in the same district." The word "grade" refers to the particular rank occupied by the workman, as, for instance, whether he is a mason, or a bricklayer, or a bricklayer's labourer, and not to his greater or less excellence in that rank. This provision affords a guide as to the average weekly earnings, but there is no obligation to accept those average wages as the basis of compensation. The personal qualities of the workman then come in, especially where the work is piecework. The wages earned at the date of the accident cannot be the sole test. The object aimed at is to estimate the normal rate of remuneration of the injured workman. Days on which no work is done and no wages are earned must be disregarded, except in the one case provided for by s. 1. (a). In calculating any of the periods mentioned in s. 1., absence from illness or any other unavoidable cause is to be disregarded, and the employment is to be reckoned as continuous, unless the workman has been discharged on the ground

of such absence, &c., and subsequently re-engaged.

(Perry v. Wright, and other cases; 13th December, 1907; Court of Appeal).

Seamen's Wages.

Plaintiffs agreed to serve as seamen on board defendants' ship on a voyage from Cardiff to Kiau Chiu, and any ports within certain limits and home again. At this time war had broken out between Russia and Japan. Plaintiffs subsequently discovered that the ship was engaged in carrying contraband of war for Russia. When in the Far East on a voyage to Saigon, a port within the above limits, she was destroyed by an explosion. Plaintiff's were rescued and sent home to Cardiff as distressed seamen, and at Cardiff they signed a conditional release without prejudice to their claim for damages and wages. Plaintiffs claimed wages down to the time of "final settlement" and damages for the loss of their kit and for the hardships suffered. Defendants contended that plaintiffs were only entitled to wages down to the time of the destruction of the ship, and were not entitled to damages. The trial Judge, Sutton, J., held that there had not been a "loss" of the ship, within s. 158 of the Merchant Shipping Act, 1894, and that the plaintiffs were entitled under s. 134 (c) to wages down to the time of "final settlement"—viz. the judgment in the action; and that they were entitled to damages for the loss of their kit and for the hardships suffered. Upon appeal by defendants upon the question of wages, the Court of Appeal held that there had been a "loss" of the ship within the meaning of s. 158 when she was destroyed, and that plaintiff's were only entitled to wages down to that date.

(Collins et al v. Simpson Steamship Co.; 12th December 1907).

Duty of Master Towards Servant in Case of Accident.

The servant of defendants, who were cab proprietors, went out one night in December with his masters' cab. Later at night the horse and cab came home without the driver. There was no indication of any accident having happened. The horse had on former occasions, when left unattended returned home by itself. One of the defendants, who saw the horse and cab return, went to a public house in the neighbourhood to look for the driver, but found it closed, and he accordingly returned home. Next morning the driver was found in an unconscious condition, suffering from injuries which indicated that he had fallen from his seat on the cab, and he died in a week, his death being accelerated by the exposure. In an action by his widow to recover damages for his death, the County Court Judge held that there was a duty upon the defendant who was aware that the horse had returned without a driver, to institute a proper search or to make inquiries, and that he had neglected that duty. He accordingly awarded the plaintiff damages, to the extent of £100. Upon an appeal by defendants the Court held that, in the circumstances, there was no duty on the defendants to make a search for the driver and they were entitled to judgment. The appeal was accordingly allowed and the action dismissed.

(Bond v. Wilson & Sons; 11th January, 1908; Divisional Court).

UNITED STATES DECISIONS.

In a case in which some railway employees sought to recover damages under the "Employers Liability Law", making railroads responsible for injuries sustained by employees owing to the negligence of their fellow servants, the Supreme Court of the United States recently held such law unconstitutional.

(6th January, 1908).

Erdman Arbitration Act Unconstitutional.

William Adair was a master mechanic of the Louisville & Nashville Railroad, and his discharge of William Coppage, a locomotive engineer, because he belonged to a labour union, was made the basis of action brought under the Erdman Act, approved July 1st, 1898. Upon an appeal by Adair to the Supreme Court of the United States from a de-

cision against him the latter Court rendered a judgment declaring that any railroad or other common carrier engaged in handling inter-state commerce may discharge an employee and assign no other reason beyond the fact that he belongs to a labour organization.

(Adair v. United States; 27th January, 1908).

Boycott as a Combination in Restraint of Trade.

An action was instituted by Loewe & Company in the United States Circuit Court to recover $240,000, being three times the amount of damages $80,000, alleged to have been sustained by them by reason of a boycott against their factory. The case involved the applicability of the 7th section of the Sherman anti-trust law to conspiracies by labour unions to boycott articles entering into inter-state trade. Under the terms of that provision the complaining party may collect three times the amount of his loss if the charge is sustained. Not only the members of the Hatters' Union, but the American Federation of Labour, of which the Union is a subordinate organization, were made parties to the suit. In the complaint it was alleged that the labour organization had undertaken to compel the manufacturers to unionize their factory, as a large majority of other hat factories in the United States had been forced to do, and it was asserted that when they failed in the effort, the union hatters withdrew, and induced other employees to do so. This act was followed by the declaration of a boycott against Loewe's hats wherever they were found, and as the firm controlled an extensive trade throughout the country the boycott extended to many states, which, in the language of the complaint constituted a combination to limit and restrain inter-state commerce. The union fought the case on the ground that the law was inapplicable to such organizations, but the Supreme Court of the United States failed to accept this view, and in effect held that the unions could not be permitted to interfere by boycott with the free exchange of commerce between the states.

(Lawlor v. Loewe; 3rd February, 1908; Supreme Court, U. S.)

Printers' Union Officials Fined and Imprisoned.

President Patrick H. McCormick, of the New York Local branch of the Typographical Union, and George W. Jackson and Vincent J. Costello, Union organizers have been fined $250 each, and sentenced to twenty day's imprisonment for disobeying an injunction obtained by the Typothetæ of New York in 1906. Thomas Bennett and William Sanderson were each fined $100, on the same charge. The trouble grew out of the strike of 1906 of Typographical Union number 6, for a closed shop and an eight-hour day. Soon after the strike, the officers of the Typothetæ of the city of New York, the employers association against which the strike was declared, complained that the strikers were practising intimidation against their employees. On these representations an injunction was granted by the Court restraining the officers and members of the Union from continuing the practices charged. In April 1906, a representative of the employers' association asked in Court that the members of the Union be punished for contempt, because the acts of violence and oppression had continued. An order was made referring the matter to a referee to take evidence upon the charges, and it was upon his report and recommendation that the punishment was inflicted.

(11th February, 1908; Bischoff, J.)

THE

LABOUR GAZETTE

APRIL, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF MARCH, 1908.

I.—GENERAL SUMMARY.

SPRING work had not become general up to the end of the month, though there was a considerable increase in employment in railway construction camps. In the agricultural industry the outlook was for an earlier season than last year, and already the demand for labour in western Canada was in excess of the supply. Maple sugar makers have had an exceptionally early and otherwise favourable season. In the fishing and lumbering industries, preparations were actively under way for the opening of the spring season, and the outfitting of boats, lobster and salmon traps, etc., gave employment to a large number. The hauling of logs to the streams has been completed, and the men were leaving for the drives in the closing week of the month, at wages somewhat lower than last year. In British Columbia, there has been a slight revival in the lumbering industry, though conditions among the mountain mills were still very dull. In the mining industry, the Nova Scotia collieries have been exceptionally busy, the output since the beginning of the year being largely in excess of the corresponding period of 1907; in Alberta and British Columbia, however, the collieries have been dull, though a steady revival in metal mining was reported. Manufacturing establishments continued quiet, but there was an increase in railway traffic, and the work of preparation for the opening of navigation, which was expected at an earlier date than in 1907, gave employment to a large number of men. The unskilled labour market was more active than in February, and abundance of employment is promised during the coming season for experienced men. The financial position was regarded as sound, though money was still difficult to obtain on long-time engagements.

Changes in Wages and Hours of Labour.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during March:—

Metal and woodworking.—Further reductions went into effect in a number of industrial establishments. At Brantford, Ont., some 580 moulders, machinists, blacksmiths, grinders, polishers, woodworkers and labourers had their wages reduced 10 per cent. Steel workers at Trenton, N. S., were reduced in wages, and 1,000 employees of Rhodes, Curry & Co., at Amherst, N. S., had their wages reduced 10 per cent. Iron moulders (20) at Guelph, Ont., were reduced 8 per cent.

Food and tobacco preparation.—Brewery workers at Toronto, Ont., obtained an increase in their schedule*.

Miscellaneous.—Elevator men employed by the Dominion government at Ottawa, Ont., received an increase of $5.00 per month.

* See report of Toronto, Ont., correspondent.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts o reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

Unskilled labour.—Some 250 labourers on railway construction were reduced from $1.60 to $1.50 per day, at Moncton, N. B.

Cost of Living.

Wheat prices held firm. Butter remained on an exceptionally high level, but eggs were downward in price. The price of hay showed a further decline. Hog prices were very low compared with the corresponding period of 1907. An increase in the price of ice for the summer months went into effect in many places. The usual spring decrease in the price of milk was made at certain points. Sugar advanced in the opening weeks of March.

The Canadian Pacific and Grand Trunk Railway Companies recently issued special freight tariffs advancing cartage charges on certain classes of freight from 1½ to 2 cents per 100 pounds after March 15, the reason given being that an increase has been rendered necessary by the enhanced cost of living due to increased wages, keep of horses and other expenses.

Interruptions to Industry.

The number of trade disputes in existence during March was 2 less than in the previous month, but there was an increase of approximately 5,220 in the number of working days lost. Compared with March, 1907, there was a decrease of 6 in the number of disputes, and of about 1,156 in the number of working days lost.

Among industrial establishments, etc., destroyed by fire or through other causes during March, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Club house at Halifax, loss, $1,000; coal washing plant at Morien Junction, loss, $100,000; business block at Parrsboro, loss, $21,000; hotel at Sydney, loss, $5,000.

Prince Edward Island.—Stores at O'Leary, loss, $1,200.

New Brunswick.—House and granary at Beaverbrook, loss, $2,000; sawmill at Fredericton Junction; hotel at McAdam Junction; car shop at Moncton; two tenements at St. John, loss, $2,000.

Quebec.—Convent at Cap St. Ignace, loss $20,000; carriage shop at Lennoxville, loss, $4,000; Shoddy mill at Moe's River loss, $5,000; general store at Montreal loss, $2,000; tenement at Notre Dome de Grâces, loss, $6,000; physician's office and house at Plessisville, loss, $2,800; tobacco warehouse at Quebec, loss $5,000 and hotel, loss, $4,000; grocery store at St. Henri; bakery and residence at St. Michel, loss, $3,000; stable and seven horses at St. Sauveur, loss, $6,000; grocery store at Windsor Mills.

Ontario.—Foundry, loss, $4,000 and general store, loss $6,000 at Brockville; club house at Chatham; collapse of bedstead factory at Cornwall, loss, $15,000; agricultural implements and outbuildings at Dutton, loss, $2,000; sale stable and 13 horses at Listowel; departmental store at Midland; dry-goods store at Owen Sound, loss, $65,000; jewellery establishment at Ottawa, loss, $30,000; piano factory at Paris, loss, $4,000; laundry at Port Hope; at Toronto, architect's office, loss $2,000; business block, loss, $15,000; livery stable, loss, $4,000 store, loss, $1,000; dry-goods store, loss, $7,000 church, loss, $25,000; cattle shed and stock at Tweed, loss, $5,000; railway station at Weston.

Manitoba.—Grocery store at Brandon, loss, $2,400; school house at Elkhorn; stores at Deloriane, loss, $27,000; offices and engine room of elevator at Rosenfeld.

British Columbia.—Hotel at Harrison Hot Springs; Indian portion (15 houses) of village of Sechelt.

Conditions in the Industries and Trades.

Conditions of employment during March in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette* and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

Farmers were actively preparing for the opening of spring, which gave promise, at the end of the month, of being considerably earlier than the corresponding season of 1907. Some ploughing and seeding were done in southern Alberta and British Columbia. Orchardists were busy pruning. The break-up of the roads interfered with marketing, and produce remained firm in price. The maple sugar season opened early in the month. Exceptionally favourable results were reported, syrup bringing from $1.25 to $1.35 per gallon.

The outlook for the season 1907 is thus far very favourable. Cattle have wintered well, and there has been an increased production recently in the dairying branch. The favourable weather of the autumn of 1907 enabled an exceptionally large amount of ground to be broken, and the prospects are that a larger area will be put to seed during 1908 than in any previous year. The light fall of snow in western Canada will enable the farmers to go on the land at an early

date. Fruit trees and bushes were reported in good condition, and the outlook is for large plantings of vegetables. Several consignments of wheat and white oats, for seeding purposes, were shipped into the Northwest provinces during the month, some importations of the latter having been received from Europe. The demand for farm labourers was already in excess of the supply throughout western Canada, the immigration agent at Winnipeg, Man., being unable to meet all requests that were received. In Ontario, demand and supply were more equally balanced.

Among meetings of agriculturists held during March, the following may be mentioned: The Dairymen's Association of Prince Edward Island met in annual convention at Charlottetown on February 25. According to the secretary's report, there were 48 cheese factories and 1 branch factory in operation during the past season. Business showed a slight increase over last year, especially among the larger factories. The annual Seed Fair was held at Summerside, P. E. I. A meeting of the Ontario Apple Exporters' Association was held at Cobourg, Ont. The Saskatchewan Stock Breeders' Association held its annual meeting at Regina. The convention of the Central Alberta Stock Growers' Association was held at Lacombe, Alta., on March 10. The Farmers' Central Institute of British Columbia held a meeting at Victoria, B.C.

According to a statement issued by the Dairying Branch of the Department of Agriculture, Canada, there are at present 53 cow-testing associations in operation throughout Canada *.

Fishing.

In the Maritime Provinces the chief work of the month was in connection with preparations for spring fishing. Many vessels were being fitted out, and riggers, painters, and carpenters were busy. Work was also very active on lobster traps and boats. A number of fishing schooners sailed from Lunenburg, N. S., for the banks. On the great lakes some fair catches were taken. The run of spring salmon on the Fraser river, B. C., had begun, but catches were small. Work was begun preparing the salmon traps off Vancouver Island, B. C., for the coming season; three firms will operate traps this year. Rough weather interfered with the catch of whales off Vancouver Island during March. The station on the west of the Island resumed operations. Herring fishing closed at Nanaimo, B. C., after a satisfactory season.

Lumbering.

Operations in the camps throughout Ontario and the eastern provinces had, for the most part, ceased by the closing days of the month, and preparations for the drives were under way. In New Brunswick a lack of snow interfered considerably with the hauling of logs to the streams, but elsewhere good progress was made. An exceptionally large quantity of pit timber, for use in the collieries, has been taken out this winter in Nova Scotia. Wages of rivermen will be on a lower level than last year, but scales will probably be well maintained in the mills, where, notwithstanding the falling off in the cut, the large quantity of logs left over from last year will render the season an active one. It is estimated that the total amount of logs got out on the Miramichi River, N.B., will be 110,000,000 feet, compared with 180,000,000 feet last year. Some 2,000 men will be employed at the Booth mills at Ottawa, Ont., during the coming season, a slight increase compared with last year. The sulphite mill, under construction, will commence operations early in the summer and will employ 100 men. Prices paid for pulpwood this year have been exceptionally high.

In British Columbia, conditions were still quiet, though there was an improvement in some of the coast mills and camps, compared with 1907. It is estimated that about 400 men were engaged in the Boundary district in getting out railway ties, over 400,000 having been made. A quiet season is expected by shingle manufacturers in British Columbia; prices are somewhat lower than last year.

* A reference to the first association of this kind organized in Canada was published in the February, 1906, issue of the *Labour Gazette*, page 818.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including sawmilling).	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Quiet	Quiet	Dull	Very busy	Busy	.....	Quiet
Westville	Quiet	.....	Active	Very busy	Quiet	.....	Quiet
Halifax	Quiet	Active	Dull	.....	.....	.....	Active
Amherst	Active	Active	Very dull	Very busy	Quiet	.....	Quiet
Prince Edward Island—							
Charlottetown	Quiet	Active	.....	.....	Active	.....	Quiet
New Brunswick—							
Moncton	Quiet	Quiet	Active	.....	Active	Busy	Quiet
St. John	Active	.....	Active	.....	.....	.....	Quiet
Quebec—							
Quebec	Active	.....	Active	.....	Active	Active	Quiet
Sherbrooke	Active	.....	Active	Busy	Dull	.....	Quiet
Three Rivers	Active	Active	Active	.....	Active	.....	Quiet
St. Hyacinthe	.....	.....	.....	.....	Dull	.....	Quiet
Maisonneuve	.....	.....	.....	.....	Quiet	.....	Quiet
Montreal	.....	.....	.....	.....	Quiet	.....	Quiet
Hull	.....	.....	Active	.....	Active	.....	Quiet
Ontario—							
Ottawa	Active	.....	Active	.....	Quiet	.....	Quiet
Kingston	Active	Dull	Quiet	Active	Active	.....	Dull
Belleville	Quiet	Active	Dull	Active	Quiet	.....	Quiet
Peterborough	Active	Dull	Quiet	Dull	Active	.....	Dull
Toronto	Active	.....	.....	.....	Quiet	.....	Dull
Niagara Falls	Quiet	.....	.....	.....	Quiet	.....	Quiet
St. Catharines	Dull	.....	.....	.....	Active	.....	Quiet
Hamilton	Quiet	.....	.....	.....	Quiet	.....	Dull
Brantford	.....	.....	.....	.....	Quiet	.....	Quiet
Guelph	.....	.....	.....	.....	Quiet	.....	Quiet
Berlin	Active	.....	.....	.....	Dull	.....	Quiet
Woodstock	Active	.....	.....	.....	Dull	.....	Quiet
Stratford	.....	.....	.....	.....	Quiet	.....	Quiet
London	Quiet	.....	.....	.....	Dull	.....	Dull
St. Thomas	Active	.....	.....	.....	Active	.....	Quiet
Chatham	.....	.....	.....	.....	Dull	.....	Dull
Windsor	.....	.....	.....	.....	Quiet	.....	Dull
Sault Ste. Marie	.....	.....	Active	.....	Active	.....	Quiet
Manitoba—							
Winnipeg	Busy	.....	Busy	.....	.....	Busy	Quiet
Brandon	Quiet	.....	Busy	.....	Quiet	Active	Quiet
Saskatchewan—							
Regina	Quiet	.....	.....	.....	.....	.....	Dull
Moosejaw	.....	.....	.....	.....	.....	Active	Quiet
Alberta—							
Calgary	Quiet	.....	Quiet	Quiet	Quiet	.....	Quiet
Edmonton	.....	.....	Active	.....	.....	Active	Quiet
British Columbia—							
Nelson	.....	.....	Dull	Active	.....	.....	.....
New Westminster	Active	Dull	Quiet	.....	.....	.....	Quiet
Vancouver	.....	Active	Dull	.....	.....	.....	Dull
Victoria	.....	Active	Active	Active	Active	.....	Quiet
Nanaimo	.....	Active	Very dull	Very dull	.....	.....	Dull

Department of Labour Canada.
Statistical Table Series G., No. 49.

CANADA DURING THE MONTH OF MARCH, 1908.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active

Metal, Engineering, Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Quiet	Active	Active	Active	Active	Active	.....	Active
Active	Quiet	Quiet	.....	Active	.....	Active	Active	Quiet
Active	.....	Active	Quiet	.....	.....	Active	.....	Dull
Active	Active	Quiet	Active	Active	.....	.....	Active	Dull
Active	Active	Busy	Active	Active	Active	Active	Active	Active
Active	Active	Busy	Active	Active	Quiet	Busy	Active	Quiet
Active	Active	Active	Active	Active	.....	Active	Active	Dull
Active	.....	Busy	Active	Active	Active	Active	Quiet	Dull
Dull	Active	Active	Quiet	Active	.....	Active	Quiet	Active
Active	Quiet	Active	Active	Quiet	Quiet	.....	.....	Active
Active	Active	Quiet	Quiet	Quiet	Active	Active	Active	Dull
Dull	Dull	Quiet	Dull	Dull	Quiet	Quiet	Active	Dull
Quiet	Quiet	Active	Active	Quiet	Dull	Quiet	Active	Very dull
.....	.....	.....	.....	.....	.....	Quiet	.....	Quiet
Quiet	.....	Quiet	Quiet	.....	.....	Quiet	Quiet	Quiet
Active	Busy	Active	Active	Active	Active	Active	Quiet	Active
Active	Busy	Active	Active	Active	Busy	Active	Active	Dull
Quiet	Quiet	Active	Quiet	Active	.....	Active	Active	Dull
Quiet	Quiet	Quiet	Quiet	Active	Quiet	Active	Quiet	Very dull
Quiet	.....	Quiet	Active	Quiet	Quiet	Active	Quiet	Dull
Quiet	Active	Active	Quiet	Active	Quiet	Active	Active	Quiet
Quiet	Active	Active	Quiet	Active	Active	Active	Active	Very dull
Active	Quiet	Busy	Active	Active	Active	Active	Active	Very dull
Quiet	Quiet	Active	Active	Active	.....	.....	.....	Very dull
Quiet	Quiet	Active	Active	Active	Active	Active	Active	Very dull
Quiet	Quiet	Active	Active	.....	Busy	.....	.....	Dull
Quiet	Quiet	Active	Quiet	Busy	.....	Active	Quiet	Very dull
Dull	Dull	Active	Active	Dull	Active	Active	.....	Very dull
Quiet	Quiet	Active	Active	.....	.....	Busy	.....	Dull
Dull	Dull	Active	Dull	Active	.....	.....	.....	Very dull
Dull	Quiet	Active	Active	Active	Quiet	Active	Active	Active
Active	Active	Active	Quiet	Active	.....	.....	.....	Dull
Quiet	Dull	Dull	Quiet	Quiet	Active	.....	.....	Active
Quiet	Quiet	Active	Active	Active	.....	Active	Active	Quiet
Quiet	.....	Active	.....	Dull	.....	.....	Active	.....
Active	Active	Active	Active	Active	.....	Active	Active	Active
Quiet	Quiet	Quiet	.....	.....	Quiet	Quiet	Quiet	Dull
Active	.....	Active	.....	Active	.....	.....	Dull	Very dull
.....	.....	.....	.....	.....	.....	Dull	Very dull	Very dull
Quiet	Quiet	.....	Active	Quiet	Active	Active	Quiet	Dull
Dull	Dull	Dull	Very dull	Dull	Active	Dull	Very dull	Very dull
Active	Quiet	Quiet	Active	Active	.....	Active	Active	Dull
Quiet	.....	.....	.....	.....	.....	Quiet	.....	Very dull

The ninth annual meeting of the Canadian Forestry Association was held at Montreal, Que., March 12–13. Resolutions were adopted urging the Dominion and Provincial governments to prevent the depletion of forests by fires and lumbermen. It was announced by the Honourable the Minister of Agriculture that the eastern slope of the Rocky mountains from the International boundary northward, would be set aside as a forest reserve by the Dominion government and held for forest growth.

The Ontario Lumbermen's Association held its annual meeting at Toronto, Ont., on February 27. In the address of the president in was stated that the cost of production was higher than ever before; that the stock of unsold lumber is less than for several years, and that the quantity of lumber to be produced this year will be much less than last year, though the production of railway ties will be more than double.

The annual report of the Canadian Superintendent of Forestry showed that the number of timber berths granted during the past year was 49, covering 410 square miles. The amount received on account of fees was $326,360, an average of $511 per square mile.

Application was made to the government of Manitoba for the incorporation of the Union Lumber Company, Limited, with capital stock of $10,000,000; the company to take over a large number of saw-milling and distributing companies in the Northwest provinces and in British Columbia.

A resolution was discussed in the Senate on March 24, urging the appointment of a commission to consist of representatives from the legislatures of the several provinces with other persons having the management of crown lands, for the purpose of reporting on the best means to adopt for the preservation of forests.

Mining.

The Nova Scotia collieries had a very busy month compared with March, 1907, and the output for the present year, up to March 31, largely exceeded that of the corresponding period of 1907. Skilled miners were in demand at some points. The output of the Dominion Coal Company for February was the largest in the history of the company for that month, the total being 283,858 tons, as against 226,190 in February, 1907; 225,716 tons in 1906, and 118,778 in 1905. The shipments for February totalled 191,871 tons. The report of the Dominion Coal Company for the year ended December 31, 1907, stated that the output was 3,541,253 tons, as compared with 3,552,746 tons in 1906, being a decrease of 11,493 tons. The income of the company was $2,094,-539, compared with $1,137,370 in 1906. Notice of a resolution favouring the appointment of a commission to enquire into the coal mining industry of the province was presented to the Nova Scotia legislature during March. The annual meeting of the mining society of Nova Scotia was held at Halifax, N. S., March 25-26. In Quebec, copper and mica mining plants were in idleness owing to low prices, but the asbestos mines were being worked to their full capacity. The mines at Cobalt, Ont., continued to produce satisfactorily; official returns as to the value of the output in 1907, place the total at $5,927,858. The first shipment from the mine on the Gillies limit, operated by the government of Ontario, was made during March. Conditions remained quiet in the Alberta collieries; certain mines which have been working half time closed down.

About a year ago, the Canadian Pacific Railway Company began the work of opening a coal mine at Hosmer, B. C. Considerable progress has since been made in development work, the installation of plant, erection of buildings, etc. It is expected that the property will be in a position to begin shipments on January 1 1909. The plant is designed to handle 3,000 tons per day. Two hundred and forty coke ovens are now being built and the number will be increased as the demand for coke justifies. At Bankhead Alta., the Bankhead Mines, Limited, are turning out 1,200 tons of mine run coal per day, and is producing 500 tons of briquettes daily, the briquettes being sufficiently hard to stand shipment and handling.

In British Columbia, short time was

worked in the Vancouver Island collieries, but the Crow's Nest Pass collieries were fairly active.

The annual meeting of the Crow's Nest Pass Coal Company was held at Toronto, Ont., on March 10. Total profits of $383,086 were declared, which, with credit brought forward and premiums on stock, made aggregate receipts of $1,060,998. The coal mined during 1907 amounted to 981,939 tons. The report stated that had it not been for strikes during the month of April and the raising of wages by the smelters, which attracted labour from the mines, the output would have exceeded 1,000,000 tons.

Total shipments from the Boundary and Kootenay mines were larger in March than in any time since the beginning of the present calendar year. Mining and smelting operations of the Granby Company were very active, the payroll at the mine being $50,000 per month, and, at the smelter at Grand Forks, B. C., $30,000 per month.

The tenth annual meeting of the Canadian Mining Institute was held at Ottawa, Ont., March 18-20.

Manufacturing.

There was a slight improvement in some localities compared with February, though conditions were for the most part unchanged up to the end of the month. Stock-taking was in progress in several localities. The iron and steel making plants at Sydney, N. S., and Sault Ste. Marie, Ont., were busy, but at certain other points iron manufacturing works were quiet.

Statistics of the production of pig iron in Canada during 1907, show a total output of 581,146 tons, compared with 541,057 tons in 1906, an increase of 39,189 tons, or over 7 per cent. Of the total 472,025 tons were made with coke, 8,971 tons with charcoal and 150 tons with electricity. The production of basic pig iron was 341,257 tons, against 246,228 tons in 1906, and of bessemer pig iron, 154,910 tons, against 165,609 tons in 1906. No ferro-magnanese or spiegeleisen have been made since 1899. On December 1, 1907, Canada had 16 completed furnaces, of which 14 were in blast and 2 were idle. Of the total, 13 used coke for fuel and 3 used charcoal. Three coke furnaces were partially worked on December 31.

The Dominion Woollen Manufacturing Company of Montreal, Que., capitalized at $210,000 and employing 200 hands, went into liquidation.

Railway Construction.

There was a considerable increase in the amount of employment in railway construction camps during March. This activity was especially noticeable in connection with the National Transcontinental line. Contracts for six additional sections were awarded by the Commissioners of the National Transcontinental Railway, comprising in all 366 additional miles*. The total mileage of the road under construction by the commission is now 1,223 miles. Contracts for 581 miles have still to be awarded. It is estimated that fully 20,000 men will be employed in connection with the work during the coming summer. The Grand Trunk Pacific Railway Company was also pushing forward the work of construction in western Canada. The contract for the first 100 miles east of Prince Rupert was awarded to Messrs. Foley, Walsh and Stewart. It is expected that the section will be under construction during May. The Kitamaat section will also be proceeded with with all possible speed. Tenders have been invited for a new union station at Winnipeg. Tracklaying, which was suspended early in February, between Portage la Prairie, Man., and Saskatoon, Sask., was resumed. Ballasting and surfacing, it was expected, would be begun shortly in this section, and the staff of employees considerably augmented. The work, it is expected, will be completed within a few weeks time, as will also the section between Portage la Prairie, Man., and Winnipeg, Man. The large bridge over the Saskatchewan River at Saskatoon, Sask., was completed. Of the 793 miles of the Grand Trunk Railway between Winnipeg, Man., and Edmonton, Alta.,

* A description of these sections was published in the March, 1908, *Labour Gazette* at page 1033.

all excepting 60 miles are now graded, and 330 miles of track are laid. Work on the line in New Brunswick was active.

It was stated that 51 new western town sites would be placed on the market by the Canadian Pacific Railway Company during the coming season.

Final estimates of steel railway track laid in 1907 place the total at 1,454.38 miles, of which the Canadian Pacific Railway Company constructed 479.5 miles, the Grand Trunk Pacific 390 miles, and the Great Northern Railway, 267.34 miles.

General Transport.

Railway traffic was somewhat heavier than in February, though earnings were lower than at the corresponding period of 1907. Train crews were well employed, but shop employees were quiet, staffs having been reduced at several points.

The following circular was recently issued by the secretary of the Board of Railway Commissioners for Canada:—

ELECTRIC HEADLIGHTS ON LOCOMOTIVE ENGINES.

Owing to the numerous reports the Board has received from its inspectors relating to the poor condition of the lights on a large number of locomotive engines in use on the different railway systems in Canada, the Board has had under consideration the advisability of requiring the railway companies, subject to its jurisdiction, to use an electric system of headlights, or some other good system that will give satisfactory light for the protection of life and property.

The Board directs me to say that it will be glad to have you file with it, in writing, at as early a date as possible, such observation as you may wish to make regarding the proposal of the Board to issue an Order, as suggested herein.

The following circular with reference to discipline on the Canadian Pacific Railway line was issued, to have effect from February 1:—

"Commencing this date, discipline will be administered as under: It is the intention to insist on a more rigid compliance with the company's rules and regulations, which are made for the protection of the lives of the public and employees, as well as for the protection of the company's property. All employees will start with a clean record beginning this date. Any exceptional service rendered will be credited to the employee's record. A weekly discipline list will be issued on each division. This list will show cause, extent of discipline, or action and extent of reward. Employees will, as heretofore, be subject to summary dismissal for insubordination, drunkenness on or off duty, using intoxicating liquor when on duty, frequenting saloons or places of low repute, incompetency, dishonesty, failing to carry out train orders and rules respecting train movement. Where previously, discipline was meted out by suspension, demerit marks will be placed in the record of an employee. For every repetition of an offence by the employee the number of demerit marks will be doubled. When the demerit marks against any employee number 60, his services will be dispensed with. For every 12 consecutive months' good service, free from demerit marks, an employee will have 20 demerit marks deducted from those that stand against his record. Employees will be advised when demerit marks are recorded against them, the same as they have hitherto been advised respecting disciplinary measures."

Instructions were issued by the Grand Trunk Railway Company to conductors and brakemen in its employ to exercise increased care and vigilance in the inspection of trains.

The preparation of vessels in anticipation of the opening of navigation was actively under way. The amount of ice in the great lakes, in the Gulf of St. Lawrence and off the coast of Nova Scotia was stated to be less than at the corresponding period of 1907. It was expected at the close of the month that navigation would open very shortly. The dates on which navigation first opened during the past 20 years were as follows:—

1888	April	29
1889	"	14
1890	"	14
1891	"	17
1892	"	13
1893	"	24
1894	"	12
1895	"	20
1896	"	22
1897	"	17
1898	Mar.	31
1899	April.	24
1900	"	21
1901	"	21
1902	"	3
1903	"	2
1904	"	25
1905	"	19
1906	"	20
1907	"	26

The amount of grain at the head of the lakes was considerably less than at the same period of 1907.

A new elevator has been erected by the Ogilvie Flour Milling Company at Fort William, Ont., to replace the one which collapsed in May, 1906. The building has a total storage of 500,000 bushels, divided into 60 bins.

The annual meeting of the Dominion Marine Association was held in Ottawa, Ont. The tonnage entered in the association is now 115,292. The grain section of the association owns vessels hav-

ing a capacity of about 6,000,000 bushels, or about ten times the capacity of 1897.

The annual meeting of the Shipping Federation of Canada was recently held at Montreal, at which the owners of 478,385 tons of shipping were represented, as compared with owners of 475,195 tons in 1906. In the speech of the president, the season of navigation for 1907 was stated to have been late in opening, the first vessel arriving on May 2, the last sea-going vessel leaving the port on November 29. There was a decrease in the number and tonnage of vessels arriving. Reference was also made to the increase in wages and port charges.

The Trades.

Building.—There was an increase in general employment, though outside work has not yet been begun over a wide area. The outlook at the close of the month was that building would be less active than in 1907. In the cities of Montreal, Toronto and Winnipeg, for example, the number and value of permits issued up to March 31, fell considerably below that of the corresponding period of last year.

Metal.—Employees in industrial establishments were somewhat more active than in February. Boilermakers, shipbuilders, etc., were busy preparing boats for the season of navigation. Electric workers and linemen were active.

Woodworking.—The month was somewhat quiet, though in some localities an improvement compared with February, was reported.

Printing.—Conditions were fairly satisfactory, though dullness prevailed at some points.

Clothing.—Journeymen tailors became more active with the advance of the season, but garment workers were somewhat quiet.

Leather.—Tanners, curriers, etc., were quiet.

Food and tobacco preparation.—Bakers were more active than in February, owing to the falling-off in home bread baking usual at this season. Butchers were well employed. Trade with confectioners was somewhat quiet from seasonal causes. Millers had a good month. Malsters have been hampered by the scarcity and poor quality of barley. The gathering of the ice supply was completed under exceptionally favourable conditions.

Miscellaneous.—The month was somewhat quiet.

Unskilled labour.—Though some unemployment still existed in the large industrial centres of Ontario and Quebec, the month showed a marked improvement compared with February. In Western Canada there was a keen demand for men to work on farms and in the railway construction camps, the supply of the former class being already less than the demand. Wages were slightly lower than a year ago.

Canadian Trade and Revenue.

Foreign trade.—During February, 1908, the total value of imports entered for consumption was $21,004,733, compared with $25,408,066 in February, 1907. The total value of imports for the eleven months ending February 29, 1908, was $328,321,453, compared with $303,522,669 for the corresponding period of 1907. Total domestic exports during February, 1908, amounted to $14,636,818, compared with $12,620,857 in February, 1907. The total domestic exports for the eleven months ending February 29, 1908, amounted to $229,017,481, compared with $224,874,494 in the corresponding period of 1907. In February, 1908, there were increases in exports of the mine, the fisheries, agriculture and manufactures, and decreases in products of the forest, and animals and their produce.

Imperial trade.—According to reports received from commercial agents of the Department of Trade and Commerce, Canada, complaints regarding the packing of Canadian fruit continued though the product is still superior to competitors in the English market. A scarcity of butter and consequent high price were reported in this market. Good openings for Canadian motor vehicles were reported in Trinidad and Tobago, and for steel and malleable iron parts of agricultural machinery in Australia.

Domestic trade.—Some improvement in the tone of wholesale trade occurred in March, but retail business continued quiet, owing largely to the bad condition of the country roads. Collections were slow. Millinery openings in the leading wholesale centres were well attended. Conditions were more favourable in the bond market than for some time past. The financial stringency has been felt less in the eastern provinces of the Dominion than elsewhere. Trade in Nova Scotia and New Brunswick has been well maintained with collections fair.

The February bank statement showed a decrease in deposits and current loans, but an increase in circulation and call-loans in Canada. Clearing house returns showed a considerable decrease compared with the corresponding period of 1907.

The annual report of the Bank of British North America showed a slight decrease in net profits and a substantial increase to reserve fund.

In presenting the annual financial statement to the House of Commons the Honourable, the Minister of Finance stated that the general feeling of business men throughout Canada was one of hopeful confidence united with caution. The Minister said: "The financial systems and institutions of all countries have been severely tried. It should be a gratification that none have stood the test better than those of Canada."

It was announced that the revenue of the province of Nova Scotia during the past year was $1,437,036, and expenditure $1,539,168. The amount collected in royalty from mines was $633,933, showing a falling off compared with the previous year.

Notes.

An *Inspector of Factories* was appointed by the government of Nova Scotia.

The *Hydro-Electric Power Commission* of Ontario has issued a report with reference to the cost of producer gas and other prime movers under present conditions in the province.

It has been estimated that the net amount of *insurance* in force with the Canadian life companies at the close of last year was $453,359,462, a gain during the year of over thirty-four millions.

The fourth session of the 38th General Assembly of *Prince Edward Island* was opened on February 25. Reference was made in the speech from the throne to the improved industrial conditions of the province and the proposed establishment of an experimental farm.

An act "respecting co-operation" based on the evidence taken before a select committee of the House of Commons in 1907, was passed by the House of Commons during March and was under discussion by the Senate.

Assent was given on March 17, by His Honour the Deputy to His Excellency the Governor General, to 24 acts passed during the current session of the *Dominion Parliament*. Of these, 11 had reference to different railway companies. An act respecting the National Battlefields of Canada was included.

The report of the Royal Commission appointed by the Dominion government to investigate conditions in the Civil Service was presented to parliament on March 23. The report had not been printed up to the end of the month, but from extracts published in the press it was understood that an increase of 15% in salaries was recommended in the case of deserving civil servants receiving less than $1,500 per year, and of 12½% in the case of those receiving over that amount. A superannuation arrangement was also recommended.

A deputation representing the Ontario executive of the *Trades and Labour Congress* of Canada had an interview with the government of Ontario on March 4. The deputation asked for legislation with regard to child labour, an eight hour day for miners, restrictions on the employment of detective agencies, the use of centre aisles in summer street cars, the enforcement of the fair wages clauses in government contracts, the amendment of the factories act, the abolition of fees on immigrants, and the ameliorating of the conditions of telephone operators. The executive committee of the Congress for Quebec also interviewed

the provincial government during March, and requested consideration of resolutions relating to the inspection of scaffolding, the eight hour day, the increasing of the number of factory inspectors, the enforcement of fair wages clauses, the carrying of arms and the employment of private detectives, and other subjects.

The report of the commission appointed to investigate into the *Quebec bridge* disaster was presented to the House of Commons on March 9. The report stated that the collapse of the bridge was due to defective design, attributable to errors in judgment on the part of the designing and consulting engineers. The loss of life on August 29, it was stated, might have been prevented by the exercise of better judgment on the part of those in responsible charge of the work. It was added that a bridge of the adopted plan that will unquestionably be safe can be built (*).

* A special article dealing with the collapse of the bridge was published in the *Labour Gazette* for September, 1907, at page 317.

The fourth session of the 11th Parliament of the *Province of Quebec* was opened on March 3. It was stated in the Speech from the Throne that the province has suffered but little from the economic and financial crisis of the past year. The government was stated to be actively engaged in organizing the two technical industrial schools, and the school for higher commercial studies, the foundation of which was authorized last session. Progress in agriculture was stated to be becoming more marked, the result being felt in an increased demand for colonization lands. The commission appointed to consider the question of accidents to workmen has not yet completed its enquiry. Legislation in this connection and for the purpose of securing the payment of proper wages to workmen employed on public works, or work subsidized by the State, was foreshadowed. Other proposed legislation has reference to the administration of public lands, mines, fisheries and co-operative agricultural associations.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of March Mr. Hewlett Green was appointed correspondent to the *Labour Gazette* for Niagara Falls, Ont., and district, in place of Mr. Ernest Green, who resigned owing to having accepted a position at Ottawa, Ont.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were active throughout March. The leading industries had a brisk month. Compared with March, 1907, which was very stormy, the outputs of both coal and steel were trebled. The railways were busy, while foundries and factories had a fair month. The building trades were quiet. Wholesale and retail trade was good, due to the large amount of money in circulation from the wages paid out by the larger companies. Compared with the first three months of last year, business has been very active. The coal trade was unusually brisk, the Dominion Coal Co., alone being 200,000 tons ahead of the first three months of the previous year. Other companies have also been able to add to their out-puts, and if the navigation season opens early, as present appearances indicate, and the demand for coal remains steady, the coal outputs of the province of Nova Scotia will at the end of the year, show a heavy increase.

The Inverness Colliery had an active month, with increased outputs.

The Sydney Steel works had a very good month, the demand for rails and other products being brisk. March, 1907, owing to heavy snow storms was the worst month of the year for the Steel Co.

Owing to a decline in the demand for the finished products of the Nova Scotia Steel Works, a large amount of raw material has accumulated at the Trenton Department. Notices have also been posted for a reduction in wages at these works.

The Board of Conciliation on the dispute between the Dominion Coal Co., and its employees, members of the Provincial Workmen's Association, began its labours in Glace Bay on March 2nd, ending on March 13th. The award of the Board was accepted by the Company and the P. W. A. The work of the Board has no doubt established the principal of conciliation here as the factor which will settle future industrial disputes*.

CONDITION OF LOCAL INDUSTRIES.

Agriculture and Fishing.—Quietness prevailed.

Lumbering.—Owing to the low prices of lumber, a small cut was made during the winter.

CONDITION OF PARTICULAR TRADES.

The building and woodworking trades were quiet. Iron workers and the other skilled branches were active. Unskilled labour had a good month.

WESTVILLE, N. S., AND DISTRICT.

Mr. Thos. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment at the collieries was in the main, satisfactory. There was a shortage of cars, which impeded operations to some extent, but as all the large collieries showed increases over the output of the corresponding month of 1907, the shortage did not materially interfere with business. The "Stellarton Mining Record" gives the following statement of increases in the different collieries for February, 1908, over the output of the same collieries in February, 1907:—

CAPE BRETON.

Dominion Coal Company	23,598 tons.
Inverness Coal Company	3,832 "
Nova Scotia Steel & Coal Company	15,985 "

MAINLAND.

Cumberland Rail & Coal Co	10,022 "
Acadia Coal Company	4,914 "
Intercolonial Coal Co	1,969 "
Total increase Feby., 1908	60,320 tons.

The total assessment of the town of Westville for the year 1908, is as follows: Real estate, $766,270; personal, $153,015; income, $11,550, making a total of $930,835.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were quiet, only work incidental to winter and preparations for spring being attended to.

Lumbering.—The lumber business was somewhat busy,

Manufacturing.—Fairly active conditions prevailed.

Mining.—The bore-hole being put down by the Acadia Coal Company to prove the measures was discontinued after going down a distance of 910 feet; it is expected that the boring will be resumed as soon as a drill of greater capacity can be secured. Another hole is being bored nearer to the Allen shafts, and is progressing favourably.

Other industries.—The Westellar Terra Cotta and Brick Works at Sylvester has not yet resumed operations for the season. All other industries were more or less inactive, but are expected to commence operations soon.

CONDITION OF PARTICULAR TRADES.

Building.—Employment was generally quiet. Plumbers were fairly active.

Metal, engineering and shipbuilding.—Machinists, engineers, electrical workers and linemen found employment fairly satisfactory.

Printing and clothing.—Employment was only fair in these trades.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were fairly active.

(*) For statement of findings of the Board, see special article elsewhere in present issue.

Miscellaneous.—Barbers were fairly well employed, delivery employees busy, and hotel, restaurant and theatre employees brisk.

Transport.—All employed in the different branches of transportation, including switchmen, telegraphers, trackmen and freight-handlers, were fully employed. Street railway men were active.

Unskilled.—Inactivity was the rule.

DISTRICT NOTES.

New Glasgow.—The engineers are about through with the surveying of the East river, from its outlet at Pictou Harbour up to New Glasgow. They found that there will be no difficulty in getting twenty-four feet of water up to the tram bridge. They found in some places seventeen and a half feet of mud, which will have to be removed by the dredge. The assessment of New Glasgow is as follows:—

Real estate	$ 1,499,270
Personal	430,685
Income	66,400
Total	$ 1,765,650

HALIFAX, N. S., AND DISTRICT.

Mr A. J. Smith, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during the past month were hardly up to the standard of the corresponding month of 1907, but considerable progress was made on building and repairing contracts. Men on the waterfront experienced a duller month than March, 1907, but an improvement is expected soon. The ice crop was above the average for some years. There was an almost entire absence of snow and the ice was of the right thickness to expediate the handling. The major portion was handled in about ten days. Among the buildings recently completed and occupied is the new branch of the Canadian Bank of Commerce, 80 feet by 40 feet. Another building nearing completion is the new telephone exchange. Work on the new cathedral has been begun, and will be pushed forward as rapidly as weather will permit. It will cost upwards of $100,000. Alterations on the court house are going on steadily, while the extensive alterations to the Union Bank are almost completed.

A meeting of the working men of the city was held on the 13th of March with the object of forming a labour club, similar to those already organized in some of the cities of the larger provinces. The object of the club is political action. The council passed a resolution endorsing the Workmen's Compensation Bill now before the Provincial Government. The bonusing of immigrants was condemned. The action of the Provincial Government in appointing a factory inspector was appreciated and a resolution passed endorsing its action.

The legislative Committee of the Provincial Workmen's Association arrived in the city on March 23rd, to endeavour to have the following concessions granted by the Local Legislature:

(*a*) An eight-hour day.
(*b*) Weekly pay.
(*c*) That the Government appoint a commission to enquire into the present high cost of living.
(*d*) That there be a Miners' Board for the granting of certificates.
(*e*) That fifty dollars be paid families of all men killed in the collieries
(*f*) That drawing pillars by machinery be prohibited.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather has been too severe so far to begin operations to any extent, but prices in the local market were fair, and business in these lines as well as fruits, was steadily improving.

Fishing.—Local fishermen were preparing for the approach of warmer weather. During the early part of the month local dealers reported business dull, but as the month advanced and the weather improved business became brisker, nevertheless the supply was equal to the demand. The price paid for fresh fish is 3½c per pound in purchases of one ton or more.

Lumbering.—This industry was very dull.

Mining.—The report of the Commissioner of Works and Mines brought down early in March contains some interesting statistics relating to this important industry of the province, among the most important being a statement of mineral production for the years 1906 and 1907 as follows:—

MINERAL PRODUCTION, NOVA SCOTIA.

	Year ended Sept. 30, 1906.	Year ended Sept. 30, 1907.
Coal raised (gross tons)	5,866,605	5,730,660
Pig iron "	.....	293,436
Coke made (net tons)	508,082	493,102
Iron ore (gross tons)	*648,042	*562,746
Limestone (net tons)	400,584	458,601
Gypsum (gross tons)	247.840	332,345
Gold (ounces)	14,079	15,006
Bricks	.....	25,000,000
Building stone (net tons)	.....	63,861
Cement (barrels)	.....	58,762
Antimony ore (net tons)	782½	1,403
Manganese ore (gross tons)	1½	†495
Copper ore (net tons)	190	2,471
Drain pipe (feet)	.....	300,000
Grindstones (net tons)	.....	350
Copper (pounds)	.....	12,320
Moulding sand (net tons)	1,460	190
Barytes (net tons)	3,500	.....

* Including imported ore. N. S. ore, 48,337 tons.
† All imported.

Some eight years ago the Mines Department purchased seven drills, which have been much in demand. Last year's requisitions were in excess of the previous year. The mineral sought was coal, iron, gold, gypsum and limestone, the number of feet bored was 32,901, and the cost to the Department $60,-682.52.

Statement of the number and persons employed in the mines of the province, during the year ending September 30th, 1907:—

Underground:	
Skilled labour	4,973
Labourers	3,797
Boys	737
Day's labour	2,510,268¾
Surface:	
Skilled labour	989
Labourers	1,407
Boys	184
Day's labour	831,815
Construction:	
Skilled labour	28
Labourers	16
Boys	2
Day's labour	6,331
Totals:	
Persons	12,107
Day's labour	3,254,442

Manufacturing and mining were normal.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were dull, only about twenty-five per cent. of the men being employed, but prospects were reported as good. Carpenters and joiners reported an improvement over last month, with prospects bright for the coming season. Lathers and plasterers were very dull. Painters, decorators and paperhangers reported a slight improvement over last month, with prospects good. Plumbers had a fairly good month, but expect increased activity. Stone-cutters were fairly well employed. Building labourers experienced a month slightly above the average.

Metal, engineering and shipbuilding.—Boiler-makers were fairly well employed, with prospects good. Horseshoers were well employed.

Printing and allied.—Printers, pressmen and bookbinders had a busy month; there were prospects, however, of a slight falling off in April.

Clothing.—Ready-made lines were dull and custom trade was hardly up to the average.

Unskilled labour.—This class was very quiet, more so than during the corresponding month of last year, but with the approach of spring an improvement is expected.

DISTRICT NOTES.

Annapolis.—A despatch of March 19th says "exploration and development work during the past year has strengthened the opinion that there are enormous deposits of highly valuable ore in the district." Manager Drummond of the Londonderry works, with three engineers has just completed a week's investigation with the view to much more extensive operations and the shipment of the ore abroad. In the near future a more thorough examination will be made.

Lunenburg.—The warehouses, wharves and shipping of the W. C. Smith & Co., were decorated on March 17th, in honour of the launching of the "Clintonia" the latest addition to their fishing fleet. The "Clintonia" measures 125 feet over all, 103 feet water line, 25 feet 8 inch beam, and 11 feet 6 inches hold, and cost about $11,000. A sister ship will be ready in June. The W. C. Smith & Co's fishing fleet now numbers about twenty vessels. The first fishing schooners sailed for the banks on March 23rd. Other schooners had cleared at the same date but had not sailed.

Bridgetown.—The Sterling Mining Company of New York are meeting with success in the development of their copper leads near Balfron, Waugh's River, Bridgetown. Two or three carloads of ore are mined daily, and a carload of concentrates shipped weekly to either New York or Swansea, Wales.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during March continued about the same as in February. Two or three industries have been working full time and employing their full complement of hands. A number of others have reduced their working staffs, while in one or two others the hours of labour have been temporarily reduced. The rolling mills in connection with Rhodes, Curry & Co. were shut down for about ten days for necessary repairs. It is expected that they will open by April 1st. There was no particular demand for unskilled labour, the local supply being more than sufficient to meet the demand. Coal miners were in constant demand, and high wages were paid to experienced workmen, *i. e.*, coal cutters, etc.

A New York syndicate has purchased the Scotia coal mine, which has been operated on a small scale for the past thirteen years. The new company has also acquired adjoining undeveloped areas and intends to extend the operations of the mine. This will still further increase the demand for experienced coal cutters.

Banks reported collections fair, but wholesale dealers stated that orders were not as heavy as in the corresponding month of last year.

Rhodes, Curry & Co., about the middle of the month, reduced the wages of about 1,000 men ten per cent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were hauling wood to the market and getting out small quantities of lumber.

Fishing.—Lobstermen were preparing traps and boats.

Lumbering.—The cut will not be over one-third of last year.

Manufacturing.—Boot and shoe workers were busily employed. The car works were fairly busy, having orders on hand that will keep plants operating until September. The woollen mills have had a fairly busy month. The iron working industries were only fairly active.

Mining.—Coal mining was very brisk, with miners in demand. One hundred skilled miners could easily find employment in the vicinity within the next few months. The stone and plaster quar-

ries closed down during the winter, but preparations for spring work will be resumed at the earliest possible date.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons and stone cutters were unemployed. Many carpenters and joiners were also out of work. The indications are that the local supply in these trades will be sufficient for the summer. Painters and paperhangers were becoming more active as the month drew to a close.

Metal.—Iron-moulders, iron-workers and helpers had fairly steady employment, but there was no demand for more than local workers. The machinists, except in one or two workshops, where employment can now only be found for five days a week, were kept fairly busy. Orders, however, were not up to last year.

Woodworking.—Car-builders were kept fairly busy. Wages, however, were decreased 10 per cent. Pattern-makers reported work slack.

Printing.—Printers were fairly well employed. A few men were working on reduced hours.

Clothing.—Tailors and garment workers reported work brisk and a steady improving with the advance of spring.

Food and tobacco preparation.—Bakers and confectioners were fairly active. Ice cutters were very busy.

Miscellaneous.—Stenographers have been well employed. Furriers reported a good season.

Unskilled labour.—The local supply was not all employed.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during March showed an improvement over February and was about equal to the same month last year. The supply was in excess of the demand, although there was no serious shortage of employment. Milder weather prevailed than in March, 1907, enabling more outdoor work to be done, but the bad roads made business dull for a time. The shipment of the large quantity of seed oats to the Northwest continued during the greater portion of the month, thus making business brisk along the railway line and adding materially to the wages ordinarily paid to the freight-handlers in connection with the winter steamboats. The inward freight by the steamers began to exceed the outer at the latter part of the month, as the merchants began to receive their spring goods.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations were carried on as usual, work being handicapped by the bad roads. A feature of the month was the holding of the Provincial Seed Fair at Summerside. This was the most successful yet held, there being a large number of exhibits, indicating that the good seed movement has made gratifying progress in this province, and that the farmers are beginning to rely, in a large measure, on home grown seed.

Fishing.—Great activity prevailed along the coast at the various factories, preparing for the opening of the lobster season on the 19th of April. A large number of traps have been constructed, new boats built, etc. This work gives employment to a large number of men even before the fishing actually begins.

Lumbering.—Owing to the small areas of wood land in this province, in which agriculture is the main industry, lumbering has not been carried on to any extent.

Manufacturing.—The few factories have been carried on under normal conditions.

Railroad construction and employment.—There was practically a complete suspension of railroad construction during the month. In the last week, work was resumed at the new car shops, which were nearing completion.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, lathers and plasterers had a dull month.

Carpenters, painters, decorators, paperhangers, plumbers, gas and steamfitters and stonecutters were active. Builders' labourers were dull.

Metal.—Iron moulders, workers and helpers, machinists and engineers, electrical workers, linemen, sheet metal workers, blacksmiths, bicycle workers were active.

Woodworking and furnishing trades.—Woodworkers, carriage and wagonmakers, car builders were active.

Printing.—Printers and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and tobacco workers were active.

Leather.—Tanners and saddlers were active.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and theatre employees were active.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen and trackmen were active. Freight-handlers were busy. Teamsters and expressmen were active.

Unskilled labour.—There was a fair demand for labour.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during March were about the same as in February, and hardly up to the corresponding month of last year. The absence of snow and the consequent bad roads interfered with local traffic and effected trade to a considerable extent. The existence of a mild type of smallpox in the city had also a detrimental effect upon business. On the 13th instant the local Board of Health closed all schools, churches, and places of amusement, and on the 20th inst., an Order-in-Council was issued making vaccination compulsory. The situation since has greatly improved. The supply of labour is somewhat in excess of the demand at present, but the unemployed are but a small percentage, and no cases of destitution have been brought to notice. Building has commenced, some contracts having been let, and the outlook for the coming season in this line is good. Building material, however, is higher than last year. Frame scantling is quoted from $13.50 to $15.00; spruce and hemlock boards, $16.00 per M.; spruce sheathing, $22.50; shingles, clean, $3.10; No. 2, $2.10, and clear white, $1.90; laths, $2.50 per M.; lime has also advanced 10c. per cask, being now $1.30. The city council is asking legislation for power to exempt the Abrams Sons' machine shops and the Paul Lea Co., Ltd., from all taxation upon their respective properties on any amount over and above $5,000 for the former, and $6,500 for the latter company for a period of fifteen years. The Board of School Trustees is also asking for legislative authority to issue debentures to the amount of $37,500 for school purposes. Rent remains high, real estate active and firm, and houses scarce. Retail trade has been somewhat dull and wholesale trade slow. An early opening of traffic, both with Prince Edward Island and down the Petitcodiac River, is looked for. The ice is reported to be out of Point du Chene harbour. Owing to the melting of the snow and the wet weather, about 270 foreign labourers employed in the excavation for sewer and water pipes at the new I. C. R. shops were temporarily laid off about the middle of the month. The mildness of the winter and the absence of storms rendered it possible to continue this branch of the construction all through the winter, with but slight interruptions. Twenty-five additional carpenters were recently taken on, and about 130 men are now employed. With the advent of spring, the contractors expect to employ about 700 men. Appearances are that labour will be more plentiful and cheaper than last season. On the 23rd of March, the labourers were reduced from $1.60 to $1.50 per day. About 250 men were affected. No change in hours of labour

have been noted and no differences between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Very quiet conditions prevailed among the farmers, the absence of snow and bad roads being largely contributory. Sugar makers were preparing for work. Farm produce was high, and dairy products especially so. Butter was retailing from 28c. to 35c. Beef was scarce, but hay was plentiful at $10.00 to $12.00. Maple candy was 20c. per lb.

Fishing.—This industry was in its quiet season.

Lumbering.—Crews are now out of the woods. Poor hauling weather interfered with the output. Little river driving is done in this vicinity. Portable mills were very busy.

Manufacturing.—All local manufactories are in operation, some being especially active and but few working with reduced staffs.

Railroad construction and employment.—Work at double tracking the I. C. R. from Moncton to Painsec Jct. is expected to commence on April 1st. One hundred foreign labourers have been engaged and camps are being equipped. They are being paid $1.50 per day. The new steel bridge over the Miramichi at Doaktown was completed on the 25th. A large crew of men were employed upon it all winter.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were quiet. The demand for carpenters was increasing towards the close of the month. Painters and decorators also report similar conditions. Plumbers and stonecutters were quiet.

Metal.—Iron moulders, workers and helpers were fairly active, and machinists and engineers were busy. Blacksmiths and boilermakers were active, and horseshoers quiet.

Woodworking. — Woodworkers were busy, upholsterers quiet and car builders active. Barrel factory employees were active.

Printing.—Printers had an active month, being in good demand with plenty of work and opportunities for overtime. Pressmen were busy, and bookbinders steadily employed.

Clothing.—Normal conditions prevailed, journeymen tailors and garment makers being fair. Milliners and millinery apprentices were active.

Food and tobacco preparation.—Bakers, butchers and meat cutters were active and reported the month up to the average.

Leather.—Quiet conditions prevailed.

Miscellaneous.—Barbers, clerks and stenographers were fairly active, with delivery employees busy. Theatre employees were quiet, also restaurant workers. Laundry workers were active.

Transport.—Railway traffic, both passenger and freight, has been good, many specials being required, and as a consequence railway crews have been active. Teamsters, truckmen and expressmen were active.

Unskilled labour.—The demand has been moderate and the supply in excess, but as spring advances these conditions will be reversed.

DISTRICT NOTES.

Hillsboro.—The gypsum quarries of the Albert Manufacturing Company closed down on the 14th inst. owing to dullness in the United States market. About 200 men were thrown out of employment. The marble and granite works are again in operation, after two months rest.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during March remained quiet, although some of the mills started sawing. The building trades remain quiet, but as the spring advanced, prospects seemed brighter. The Bank of New Brunswick intends erecting a building in St. John West. The new building will be of brick and stone. A brick hall, 34x100 feet, two stories, with basement under the front portion, will

also be erected. Cargoes for 81 steamships had been filed up to March 28 at the Custom House. These steamships carried away Canadian goods valued at $11,512,058 and foreign goods valued at $5,571,480, making a total of $17,083,538. The wheat shipments were in the vicinity of 5,250,000 bushels. Bank clearings for the four weeks ending March 26 were $4,304,175, and for the corresponding period last year, $4,513,485, being $209,310 less in 1908 than in 1907, and $1,119,410 less than for the five weeks ending February 27, of the current year. A project is on foot to have a steamship service between Boston, Havana and St. John. Messrs. G. J. Hamilton & Sons, biscuit and confectionery manufacturers, with headquarters in Pictou, Nova Scotia, and a number of branches in the provinces, closed the doors of their St. John establishment on Saturday, March 7th.

The C. P. R. Co. is now preparing for summer work on the main line and branches. Two large bridges will be built in this province, one at Upper Woodstock and the other at Grand Falls. The Grand Falls bridge across the St. John River will have nine concrete piers, as well as concrete abutments. On the main line some twenty miles of 85-pound steel rails will be laid. It is also thought that additional tracks will be put down at the Bay Shore yard, where grading has already been done, thus enlarging the capacity of that storehouse for the winter trade.

The lumber shippers and shipping merchants, at a meeting on March 6, entered into an agreement to pay a certain wage to ship labourers during the coming summer. The shipping men say that this course is for the benefit of the port, and will do away with strikes. The millmen working for Messrs. Cushing at Union Point, and for Stetson, Cutler & Co., Pleasant Point, received notice on March 9 that they would only receive 90 per cent. of their former wages. These two mills are the only ones at present sawing. The Union printers in the Telegraph and Times offices went on strike on March 22 and 23. There were four men working on the Telegraph who became in arrears to St. John Typographical Union, No. 85, and were suspended therefor. A committee then went to the manager and endeavoured to arrange a settlement, but the manager deferred until after the provincial elections. On March 17th, the president of the Union received notice that his services would not be required after Friday, March 20. A special meeting of the union was held on the 22nd, and it was decided to call the men out. The men did not go to work on Sunday night. The Times hands went out on Monday, March 23. The pressmen and assistants quit work on March 27, and on that afternoon the hands employed in the job room were notified that that portion of the establishment would be closed down until the trouble was settled.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There has been a revival in the price of hay, oats and potatoes. Hay is bringing $8 to $10 per ton, while oats are fetching 45 cents. Good potatoes are selling for $1.25 per barrel. Butter is scarce, and tub butter is selling for 32 to 35 cents per pound, the dairy products bringing 40 cents. Fresh eggs can be had for 22 to 25 cents per dozen.

Lumbering.—It is estimated that the lumber cut on the Restigouche this season will be about 60,000,000 feet. One operator alone got out 1,500,000 feet more than he expected. The scarcity of snow prevented the lumbermen from hauling as easily as usual. They were yarding for three weeks at a period when they are usually hauling. Cutting and sawing was finished March 14, at J. A. Gregory's camp and portable mill in the rear of Blagden. The winter's cut was a very good one, being above the average. Over 500,000 feet will shortly be shipped from Blagden.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, stonecutters, builders' labourers and masons were dull. Carpenters and joiners, painters and decorators, plumbers, gas and steamfitters were active.

Metal.—Iron moulders, iron workers and helpers, machinists and steam en-

gineers were active. Electrical workers and linemen, blacksmiths, boilermakers and sheet metal workers were busy.

Woodworking. — Woodworkers and shingle weavers were active.

Printing and allied trades.—Printers and pressmen were busy, except in the Telegraph and Times offices. Bookbinders were active.

Clothing.—Journeymen tailors were active.

Food and Tobacco preparation.—Bakers and confectioners were busy. Cigarmakers were active.

Miscellaneous. — Broom and brushmakers were busy.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen and freight-handlers reported trade active. Steamboat men and firemen were busy making preparations for the opening of spring navigation. Ship labourers were active, with street railway employees busy, and teamsters and expressmen active.

Unskilled labour.—Was dull.

DISTRICT NOTES.

Chatham.—The manager of the Miramichi Pulp and Paper Company has announced that the mill will be closed down for two or three weeks until the price of pulp has recovered.

Marysville.—The Canadian Colored Cotton Company's mill was closed down for a few days on account of the scarcity of wood. Coal burners were installed while the mill was shut down.

Rexton.—The smelt fishermen of this vicinity have organized. They allege that they have been treated unfairly by the shippers, and they propose to handle their own fish on the co-operative plan. There are 500 or 600 men engaged in the smelt fishery, and if the whole or a majority of these will join the Union, a large cold storage plant will be erected here.

Sackville.—Work has been resumed on the new woodworking factory on the road to the Landing, and the frame has been raised on the portion of the foundation which was finished last autumn.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and Edward Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month was somewhat quiet, the only special activity being in connection with the preparations of vessels for the opening of navigation. Weather conditions were unfavourable for outside employment. Some unrest was occasioned in connection with the fixing of the schedule of ship labourers and longshoremen for the coming season. The provincial bureau of conciliation and arbitration was endeavouring to effect an understanding between the interested parties. A large gang of labourers was employed at rock removal. The opening of the provincial legislature gave increased employment for hotel and restaurant employees, cabmen, etc. The Montmorency cotton mill was working short time, but had kept all hands employed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The making of maple sugar was begun at an exceptionally early date.

Lumbering.—The logging camps had not yet closed, the roads being still good for hauling. Work in the woods will be nearly completed by April 1.

CONDITION OF PARTICULAR TRADES.

Building.—Most of the branches were quiet.

Metal, engineering and shipbuilding.—Iron workers, machinists, engineers, boilermakers, etc., were busy. Electric-workers and linemen were active.

Printing.—The month was very active.

Clothing.—Boot and shoe workers were busy.

Food and tobacco preparation.—A fair month was reported.

Leather.—Trade was somewhat quiet.

Miscellaneous.—The month was active.

Transport.—Employment was fair.

Unskilled labour.—Dullness prevailed.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was quiet during March, showing little change from the preceding month. Cold weather prevailed.

There are still about 250 men employed on the new cotton factory and a few other buildings. There has not been any stone brought from the south shore over the ice bridges for the corporation, as during previous years. The C. P. Railway Co. has hired from the Harbour Commissioners 1,000 feet of the new Bureau's wharf for the coming navigation season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a satisfactory month, produce selling well, at good prices. Most of the farmers have commenced making maple syrup and sugar.

Lumbering.—Lumbermen were busy preparing for the drive.

Manufacturing.—All industrial establishments have been fairly busy.

Mining.—Three or four outfits have been busy drilling wells for oil and gas.

Railroad construction.—Very little work on the railroads was done this month, except the shovelling of snow. Passenger and freight trains were kept busy.

CONDITION OF PARTICULAR TRADES.

The skilled trades were fairly well employed and there were only a few idle labourers.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in some respects were more favourable during March than in February. With the opening of April the building trades will begin more active operations. Work on the new drill shed has been commenced, and some fifteen stonecutters are now at work. Work which was suspended on other buildings has been resumed. Conditions at the Jenckes machine shops and the Canadian Rand Drill factory are about the same. Prospects in the latter works pointed to better times, but a number of orders were held over, with the result that more men were discharged and a portion put on at three-quarter time. There is no lack of orders in these places to keep full staffs going full time. Owing to the condition of the money market, however, and customers asking that their work be held over for a period, dullness prevailed. There has been a good demand for lumber and a large number of men will be employed on the drives. The quantity of logs cut in this section compares favourably with other years. The pulp mills of the Brompton Pulp and Paper Co. are running night and day, the daily output being about 100 tons. The same company which controls the East Angus pulp and paper mills has made a large cut on the limits of the East Angus mills, the total being about 76,000 cords of pulpwood and 14,000,000 feet of logs.

There was a fairly good demand for unskilled labour. A notice has been posted in the Paton mill stating that when the mill closes on the 11th of April, it will remain closed until the 27th. The cause is reported to be the quiet times and the need of repairs.

The proposal started some time ago to form a co-operative society has now materialized under the name of "The Co-operative Society of the Workingmen of Sherbrooke." It is the first organization of the kind in the eastern townships, and will be regulated by the Syndicate laws of Quebec, 1906. It is proposed to open a store shortly.

On the 9th of April the ratepayers of Sherbrooke voted to purchase the gas and electric plants belonging to the Sherbrooke Power, Light and Heat Co. There was practically no opposition. The price is $250,000. The city was given authority by the same by-law to borrow $170,-

000 upon an issue of debentures payable in 25 years, at the rate of five per cent. The remaining $80,000 is represented in bonds of the company, responsibility for which the city will assume. The city has called for tenders for the loan. The plant has to be taken over by the 2nd of July.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy making maple syrup.

Lumbering.—There has been a considerable quantity of lumber got out this season. The weather up to the end of the month was favourable to hauling.

Manufacturing.—The woollen mills were quiet. An order of the court has put the Moore Carpet Company into liquidation. So far, no steps have been taken to start up the concern. The bobbin factory, jewellery factory and other small industries were running full time.

Mining.—Mining was quiet at the copper mines, Capelton, owing to the low price of copper. The asbestos mines were running to full capacity.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were quiet, but prospects are better for April.

Metal.—Moulders, iron workers, machinists, boilermakers were dull. Electrical workers and blacksmiths were active.

Woodworking.—Woodworkers, upholsterers, varnishers and polishers were active. Carriage makers were busy. Pattern makers were dull.

Printing.—Printers, pressmen and bookbinders were busy. A new daily paper to be called the Daily News will start on May 1.

Clothing.—All sections were quiet.

Food and tobacco preparation.—Bakers, butchers and cigar makers were quiet. Icemen were active.

Miscellaneous.—Barbers, clerks, stenographers, hotel and laundry workers were quiet.

Transport.—Transportation employees have been fairly active.

Unskilled labour has been active.

DISTRICT NOTES.

Brompton.—The Tobin Mfg. Co. have finished hauling in lumber amounting to about 2,000,000 feet. They are now sawing and piling it for use in their sash and door factory when required. They have also hauled in a large lot of cedar telephone poles, cordwood and hemlock ties.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. B. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET,

The condition of the labour market did not change much during Mach. The building trades were dull, and in all industries the supply of labour was in excess of the demand, a large number of men being idle. The Ames Holden boot and shoe factory, which closed its doors in February, had not yet reopened; it was stated that the company would not recommence operations until May 15, from 250 to 275 hands being idle. The Coté company which diminished activity on March 20 in order to take stock, recommenced work on March 22. Door and sash factories were fairly well occupied with a full staff. The Duclos Payen Co., which closed down for about twelve days in order to repair its hydraulic power recommenced operations towards the close of the month. There was a slight improvement in the iron industry, the workshops being fairly well employed. The agricultural instrument factory was busy in anticipation of the spring trade. The organ factory was active as well as the woollen factory, but the corset factory had a dull month. On February 24, the stocking knitters (females) in the Penman woollen factory asked an increase of three cents per dozen for a certain kind of work. Their request was refused and twenty of them quit work, but after consultation decided to return under the old conditions. The company, however at first refused to re-

instate them through they eventually recommenced working on March 9, under the old scale. The clothing factory had a good month, there being sufficient orders to keep it going steadily. Important improvements to the cathedral have been begun. The front and wings of the building will be remodelled and a new chime of bells placed. These repairs, it is expected, will be finished in two years and will give work to many hands. The municipal corporation employed a certain number of men, and if weather permits, work on the streets will soon begin. The outlook is for a busy spring. Rents were very high. Retail trade was very dull and local merchants complained of the scarcity of money due to the large number of unemployed. Wholesale trade was also quiet on account of the financial stringency. Banks reported a fairly active month, with somewhat easy collections.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were satisfactory during March. Produce sold well. Eggs were a little lower, selling for 25 cents per dozen; potatoes fell from 80 to 60 cents per bag, but other produce was firm. Lectures on agriculture were held during the month at St. Barnabè on March 2, and at St. Pie the next day.

Manufacturing. — Quiet conditions prevailed, owing to the monetary stringency.

CONDITION OF PARTICULAR TRADES.

Building.—Plumbers, gas and steamfitters were busy; the other branches were dull.

Metal, engineering and shipbuilding.—Satisfactory conditions were reported.

Woodworking and furnishing.—The various classes were well employed.

Printing.—The beginning of the month was dull, but conditions improved toward the close.

Clothing.—Conditions were generally fair, but boot and shoe workers were dull.

Food and tobacco preparation.—Cigarmakers and tobacco workers were idle. The other branches had steady employment.

Leather.—Fairly favourable conditions obtained.

Miscellaneous.—Barbers, clerks, hotel and restaurant employees and laundry workers were busy.

Transport.—Railway employees, cabmen, carters and delivery employees were active.

Unskilled labour.—The month was very quiet.

DISTRICT NOTES.

St. Johns.—The Singer Manufacturing Company was working steadily, the old hands being given employment by degrees and the improvement being general. A new sash and door manufacturing company has been formed.

Sorel.—Repairs on the steamer *Prefontaine*, were begun in the St. Joseph shipyards. The hull of this vessel will be considerably strengthened, and her passenger accommodation improved. She will run between Montreal and Quebec for the Canadian St. Lawrence Navigation Company, whose headquarters will hereafter be in Quebec. The government shipyards were in full operation.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

March was not as active as was expected, a depression in the building trades prevailing in the beginning of the month. Towards the end of the month activity was resumed, several large buildings in different parts of the city having been commenced on March 23, among these being the Credit Foncier and the new post office. The Canadian Pacific Railway Company is projecting large buildings in the western parts of the city and extensive yards in the east end. The Parc Dominion Amusement Company

is rebuilding its establishments destroyed by fire last fall. The company will expend the sum of $150,000. Work on the new cotton factory was progressing very rapidly; the factory will be in operation in the beginning of May. The assessment roll of Maisonneuve shows that the taxable property amounts to $8,533,056.

CONDITION OF PARTICULAR TRADES.

Building.—Plumbers and builders labourers were active. Painters and decorators were active towards the end of the month; the other branches were quiet.

Metal and woodworking.—Trades were dull.

Printing.—Quietness prevailed.

Clothing.—Owing to several strikes among journeymen tailors, trade was very dull.

Food and tobacco preparation.—Dullness was reported.

Leather,—These trades were quiet.

Miscellaneous.—Delivery carters were busy, the other branches were active.

Transport.—These classes had a dull month.

Unskilled labour was not in demand.

DISTRICT NOTES.

St. Louis de Mile End.—The building trades have been well employed. Several manufacturers have reduced the number of their workmen owing to stock-taking, etc.

Hochelaga.—Over 500 employees of the McDonald tobacco factory were idle on March 23. The company has reduced the number of employees to 500, while taking stock. The management stated that the suspension would be of short duration and that work would be resumed on April 3.

Lachine.—The Imperial Locomotive Works Limited will erect large buildings this spring, the Johnson farm of 100 acres having been bought for this purpose. The new enterprise will be erected on the plans used for the works of the Blyer, Peacock and Company. The buildings alone will cost $2,250,000 and the concern will employ 2,000 men.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Dullness increased during March in the tobacco industry, particularly in the cigar making branch, but activity was being slowly resumed in the boot and shoe industry and in the metal and building trades. Unemployed labourers number thousands and individual cases of want were numerous.

During February there was a notable decrease in the number of building permits issued as compared with the same month last year. Forty-four building permits valued at $72,590 and 19 permits for alterations valued at $41,790 were issued.

During the calendar year 1907 there were 1,449 fire alarms. There are at present 538 fire alarm boxes, of which 317 are keyless, and 221 have keys.

The financial statement of the Montreal Street Railway company for February showed an increase of $136,993 in the gross receipts of the company for the five months ended February 29, 1908, as compared with the corresponding period of 1907.

During February the revenue of the Montreal post office showed an increase of $118,627, compared with the corresponding month of 1907, and of $343,527.26 compared with the month of February, 1898.

CONDITION OF PARTICULAR TRADES.

Building.—Plumbers, steam and gas fitters were busy. The other branches were quiet in the opening weeks of the month but were becoming more active towards the end.

Metal, engineering and shipbuilding.—Quiet conditions were reported.

Woodworking and furnishing.—Carriage and wagon makers were active; the other branches were quiet.

Printing.—These trades were active.

Clothing.—Journeymen tailors and garment workers were well employed dur-

ing the first part of the month but were quieter at the end, whereas boot and shoe workers were dull in the opening but more active at the close.

Food and tobacco preparation.—With the exception of tobacco workers, who were quiet, these classes were active.

Leather.—Dullness prevailed.

Miscellaneous.—Hotel, restaurant and laundry employees were active. The other branches were fairly well employed.

Transport.—Street railway employees were active, but there was a surplus in the supply. Steamboat men, longshoremen, teamsters and expressmen were dull. Cab and hack drivers were busy.

Unskilled labour.—Dull conditions were reported, there being a large number idle.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During March fairly active conditions prevailed in the labour market. Now that the winter, the dullest season for the workingmen who compose the seven-eights of Hull's population is over, an improvement will take place. The demand for and supply of labour were about equal, with a small percentage of idle men. The latter have generally means to wait for the busy season, being for the most part members of families the rest of whom are working and support the household. There has been no need for soup kitchens, despite the alleged hard times elsewhere. The public and private charities never, at any time during the past severe winter, had more cases to provide for than formerly, viz., about 35 families. No case of suffering has been reported. Prospects for the future are reassuring. Several employers in the log-making line, stated that there may be a raise in the rates of wages this year. The hiring of men has already started. This is much earlier than usual. The men leave on April 1st for the Madawaska, at rates of $38 and $42 per month. As they are working on large streams, where the drive can be made late in the year and where the season is consequently longer, wages are slightly affected.

Banks reported very satisfactory results. Commercial paper was well met and there did not seem to be any great scarcity of money. Merchants' renewals were normal and the rate of discount remained unchanged. La Banque Provinciale and the Bank of Ottawa have doubled their staffs. Easter trade promises to be better than last year. A dealer in millinery stated that the average price of hats was 25 per cent. higher than last year, and the number sold at this early season was already far in excess of the previous year. The cement company has its staff engaged on repairs for a month or six weeks; no reduction in wages has been announced. The Industrial Development Company capitalized at $500,000, which intends starting operations in Hull this spring, has definitely organized its board of directors at a meeting held in Montreal. The company intends carrying on the manufacture of wood alcohol, tar, spirits and other by-products of sawdust and wood refuse. The E. B. Eddy Company, which has been running some of its paper-making machinery on short time during the winter, intends starting at full capacity on April 1st. The full operation of the mills will mean about 100 hands being added to the present staff.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The hiring of men for the lumber drive gave work to a large number during the latter part of March. In no branch of employment are wages in greater contrast with last year than on river work. The demand can be supplied by offering between $30 and $35 per month, about $10 less than a year ago. Lack of employment

generally in the country and the reduction of shanty crews in the winter by approximately 25 per cent. has swelled the number of applicants for work. Although wages are lower in all branches of the lumber industry, manufacturers assert that last year's wages will likely be maintained in the mills during the coming summer. Civic work became active with the spring thaw, and 150 men were set to work cutting channels in the streets at $1.75 per day. This wage went into effect for all civic labourers last summer, when labour was scarce, and was not lowered during the dull period. Sewer construction was begun March 30, employing 20 extra men in the recently annexed territory, the intention being to increase the staff to 100 in a few days. Prospects are that spring will find all labour employed at last year's wages. J. R. Booth will require about 2,000 men in his lumber, pulp and paper industries. An additional 100 will be needed when his sulphite mill starts, the first week of June. Much building has been arranged for, especially of houses. In the central parts of the city rents have advanced from 20 to 30 per cent. over last year. There is a corresponding increase in the price of houses, and a general appreciation in real estate.

The number of dependent people decreased during March, and nearly all those receiving public charity were such as are helped every winter.

A deputation of members of the National Trades and Labour Council waited on the Ottawa Electric Railway Company to ask for an extension of time for the use of the workingmen's ticket on street cars. In the morning, the tickets are good from 6 o'clock to 7:30, and the labour men wanted an extension till 8 o'clock. The company answered that this change would necessitate the carrying of a large portion of the general public at the reduced fare, and that it would open the way for asking even further extensions in the future. The limited ticket is sold at eight for 25 cents, while the regular tickets are 25 for $1.00.

In determing the allowance due a superannuated teacher, the Ottawa Public School Board, on March 5, decided that 10 months constituted a teaching year, and that the monthly wage should be estimated without including the two months allowed for holidays.

A committee of the directorate of the Protestant Home for the Aged, has been appointed to report on a plan for providing accommodation for aged couples to live together.

An increase of half a cent a pound was made in the retail price of sugar on March 12.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been favoured with better dairying conditions. Milk has become more plentiful and butter is a little cheaper. In the Ottawa valley, pork and beef have been marketed in large quantities and prices are low. Some sorts of poultry have gone as high as 25 cents a pound. The Salvation Army officers are interviewing farmers with a view to supplying the demand for labour.

Lumbering.—A large quantity of deal has been sold by Ottawa lumbermen to British buyers at prices varying little from last year. Although the cut in the camps was less than last year, the manufacturers expect that there will be no falling-off in the output of the mills. The civic contract for lumber showed prices to be the same as last year.

Mining.—The Canadian Mining Institute, which met in Ottawa the first week in March, passed a resolution asking the Dominion Government to continue the lead bounty five years longer, and increase it from $80 to $90 per ton.

CONDITION OF PARTICULAR TRADES.

The several trades were quiet.

DISTRICT NOTES.

Pembroke.—The town council, on March 6, accepted Mr. Andrew Carnegie's offer of $12,000 for a public library. The town will furnish a site and contribute one-tenth of the annual maintenance.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Merchants reported a brisk trade during the past few weeks, and are looking forward to a busy spring. Furniture men reported business the best in years, and far ahead of that of this time last year, especially with out-of-town people. In the building trades, contractors and workmen were busy drawing up agreements and laying plans for a large season's business. Several buildings were commenced during the month. The marine companies began fitting out for the approaching season. Many of the large lake freighters are now ready for the opening of navigation, and many of the unemployed who have made application to these companies will be taken on. Corporation workmen had a busy month opening drains, etc. Local ice dealers have finished harvesting their ice supply; there will be abundance of good ice. A number of new arrivals and others were employed breaking stone at the quarries. There are at present about 200 toise of broken stone at the quarries. It is not likely that work on the building of concrete walks or roads will be commenced before the middle of May. According to the report of the city auditor, the waterworks revenue last year was $38,-86.60; expenditure (including payment on debentures and interest account for the year), $30,370.48; transfer to rest account, $2,000. The revenue for the light department for last year was $75,741.64; expenditure, including payments on debentures and interest, $74,330.26; balance over expenditure, $1,411.36. These concerns are being operated under municipal control. In 1887, the gas output was 7,-00,000 cubic feet; to-day it is 26,000,000 feet. It is estimated that the general revenue of the city this year will amount to $7,000 more than that of last year, on account of the increased assessment. The rate of taxation for the past ten years has been twenty mills on the dollar. According to a census recently taken, the population of Kingston is about 20,000. During the month, the chief of the hotel department of the Canadian Pacific Railway Company visited Queen's University in search of students desirous of obtaining, during the vacation, employment in the summer resorts in the Rocky Mountains, either as bell boys, waiters or teamsters; fifty or sixty are being employed in this way. Students are engaged from Toronto University, Wolfville, N. S., Yale and Harvard, U. S., and other places. The Government Immigration Agent here made a number of deportations of undesirable immigrants during the month. On the 25th of the month, the coal and ore handlers of Kingston formed themselves into a labour organization. There was no change in wages or hours of labour, and no strikes or lockouts during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers were actively employed preparing for the spring, and making maple sugar.

Fishing.—Lack of activity prevailed.

Lumbering.—This industry was somewhat dull, the roads being almost impassable.

Manufacturing. — Active conditions prevailed in most lines. During the latter part of the month, the local branch of the Dominion Cotton Mills Company has been running only three-quarter time on account of an over-supply of stock.

Mining.—More or less active conditions prevailed.

Railroad construction and employment. —Employment in these industries was more active than last month.

CONDITION OF PARTICULAR TRADES.

Building.—Comparative quietness prevailed, although many minor undertakings were under way.

Metal, engineering and shipbuilding.— These trades continued active.

Woodworking and furnishing.—Very active conditions prevailed.

Printing.—Printers were busy.

Clothing. — Conditions were more or less active.

Food and tobacco preparation.—Bakers, confectioners, butchers and cigar makers reported business improved as compared with last month.

Leather.—Tanners had active employment.

Miscellaneous.—Barbers, broom makers, clerks, delivery employees, hotel and restaurant, laundry and theatre employees were active.

Transport.—All branches showed a marked improvement during the month.

Unskilled.—Busy conditions of employment prevailed.

DISTRICT NOTES.

Stoney Point.—The Ontario Powder Company, whose plant was recently destroyed by an explosion, will rebuild at this point, and so buttress and barricade the plant as to prevent a recurrence of an explosion. This company is meeting all claims for damages caused by the recent explosion.

Brockville.—On Monday, March 23, a meeting was held at Portland to take steps towards forming a rural telephone system for that section of the country. The head office will probably be at Crosby and the lines will radiate to all points in that section.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during March was very dull owing to the lack of outside work. Very few in the building trades were working, but labour generally was well employed. A large number of men were employed by the city authorities keeping the streets clean of snow. The Belleville and Toronto Rolling Mills Company has not yet resumed work, and a large number of workmen, formerly in the employ of the company, are idle. It is expected that the mills will open about the middle of April. Both the Lehigh and Belleville cement companies are employing a number of men, the majority of whom live in the city. Business with manufacturing concerns was fairly active, and tradesmen were busy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers realized high prices for produce. Large quantities were marketed, the roads having improved.

Fishing. — Local fishermen reported good catches of white fish, pike, rock fish, perch and catfish.

Lumbering.—Inactivity was the rule.

Manufacturing.—Conditions were quiet, but prospects were encouraging.

Mining.—This industry was active, especially near Bancroft, where the marble quarries are situated. Shipments are being made regularly from these quarries.

Railroad construction and employment. —With the exception of men employed to keep the tracks clear of snow, few extra men were employed.

CONDITION OF PARTICULAR TRADES.

Building.—There was not much activity, owing to the inclement weather. A number of bricklayers and masons were employed at the Lehigh Cement Company's plant, where about 300 men were employed.

Metal.—Iron moulders and helpers, engineers and machinists found employment somewhat active. The new brass works gave employment to a number of skilled workmen. Blacksmiths and horseshoers were busy, and all manufacturing establishments employed full staffs of workmen, although in some establishments short time was being worked.

Woodworking and furnishing.—These trades had a busy month supplying furnishings and equipment for the hotel "Quinte." Spring orders were coming in satisfactorily. Coopers were busy getting out cheese boxes and apple barrels; big wages are being paid for this class of work. At Deseronto, car builders were busy.

Printing.—Both machine and job printers were active, not a man being out o

employment; bookbinders also had a busy month.

Clothing.—Journeymen tailors reported an active month, with no tailors out of work. Boot and shoe workers were also active.

Food and tobacco preparation.—All were active. A large number of teams and men were employed harvesting the ice crop, which was of excellent quality, averaging about 18 inches in thickness.

Leather.—Harness workers were busy.

Miscellaneous.—Bakers, clerks, delivery employees, hotel, restaurant, theatre and laundry employees were busy. A large Chinese restaurant, as well as a 5 cent theatre, was opened during the month.

Transport.—Railway work was fairly active, most of the regular men being well employed. A few of the permanent yardmen were laid off temporarily, owing to depression in business. Cabmen, carters and teamsters had a busy month.

Unskilled.—This class was inactive.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market, so far as outside work was concerned, was very dull, but the majority of the manufacturing establishments kept their employees fairly well employed; nevertheless, the outlook in many instances will not compare favourably with that of a year ago. The textile industries were busy, with full staffs. The Quaker Oats Manufacturing Company, which has been handicapped all winter by shortage of grain caused by snow blockades, are now very busy and receiving about 20 car loads of grain daily. The several canoe shops were busy, and the woodworking and iron shops are more active than at the beginning of the month. As to the extent of building operations during the coming season, it is difficult to form an opinion, but it is certain that there will not be as many dwelling houses erected as last season. House building in the country seems to be taking on a forward movement, a great many farmers erecting new dwellings, good crops and excellent prices having encouraged them to do so.

The Randolph McDonald Construction Company has secured contracts for the building of the Balsam and Cameron Lakes section of the canal. It has all its plant ready for commencing operations on the ground, and three years in which to complete the contract.

The Mutual Benefit Association of the Canadian General Electric Company, recently issued a statement showing that during the past six months its receipts amounted to $1,241 and expenditure to $1,167, with a reserve fund amounting to $1,134. This Association has been of great benefit to employees meeting with accidents or sickness*

The tax rate for 1908 has been struck at 17 mills on the dollar, a half mill less than that of last year. The city council has appointed a civic employee to collect market tolls; the custom in the past was to give the collection to the highest bidder by auction.

Banks were active, doing a good local business. Wholesale and retail trade was becoming more active with the advent of spring. Wages were unchanged, and the labour market free from unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work consisted chiefly of preparations for spring, but many were employed making maple syrup. Considerable hay, wood and other farm produce was marketed.

Fishing.—Inactivity was the rule.

Lumbering.—There was a lack of activity.

Manufacturing.—The various establishments were active.

Mining.—Dullness prevailed.

CONDITION OF PARTICULAR TRADES.

Building.—Partial inactivity prevailed.

(*) See *Labour Gazette* for October, 1902, page 265, for special article dealing with organization of this Association.

Metal, engineering and shipbuilding.—Iron moulders found employment very dull, and the same conditions prevailed with iron workers and helpers. Machinists and engineers, in some shops, were actively employed, with electrical workers fairly active towards the end of the month. Linemen, shipworkers and jewellers were active. Dullness prevailed in other branches.

Woodworking and furnishing.—Woodworkers, upholsterers, car builders and coopers were dull, with varnishers, polishers and pattern makers active, the latter at the Canadian General Electric Company's works.

Clothing.—Journeymen tailors, garment workers, hat makers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters and cigar makers were active. Ice handlers were somewhat dull after having been busy harvesting the season's crop.

Miscellaneous.—Activity was the rule.

Transport.—Railway workers in all branches were active, also street railway employees. Dullness prevailed with teamsters, cabmen, carters and expressmen; but draymen were active.

Unskilled.—This class found employment scarce.

DISTRICT NOTES.

Labour in nearly all parts of the district has been very dull, owing chiefly to snow blockades and bad roads. Many teams and men have ceased work in the lumber camps. Towards the latter part of the month, warmer weather set in, and work was more active, markets being better attended and prices of produce lowered. The making of maple syrup was begun; the crop promises to be a good one.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial conditions were slightly improved compared with February, the opening of the spring season inducing more activity in some lines. The revival, however, has been slower than was anticipated, and trade generally continued quiet with many out of work. The building season has been late in opening and the contracts so far made are as a rule small, the value of permits issued showing a great decline as compared with previous seasons. A considerable proportion of the unemployed have obtained work outside the city, but there are yet a very large number without work.

On the 16th over 1,000 unemployed men marched to the City Hall and asked for work, suggesting several public works which might be undertaken. The Mayor in reply promised that work on sidewalk construction would be begun as soon as the season permitted. He stated that the city had spent $41,000 in relief work, besides $13,000 given to charitable organizations.

On the 19th, a parade of the unemployed was held to the Parliament Buildings, where representatives of the men had an interview with the Premier who stated that the government had no public works on hand at present on which unemployed men could be given work. It would be difficult he said, to make any money grant to alleviate distress in Toronto, as there were numbers in a similar condition in other places, who had an equal right to call on the government for help.

The City Engineers's department expects to start work on pavement and sidewalk construction and general repairs about the middle of April, when a large number of labourers will be needed. Forty inspectors will be employed by contractors, who will have charge of gangs numbering nearly 800 men. The City Engineer will also employ about 300 on improvement and repair work. Several construction, for which tenders have been called, will give work to a number more.

The House of Industry was voted an advance of $10,000 by the city on the 24th. A further grant of $7,000 will be asked for later on. It was stated that there were 2,350 families on the re-

books, representing 9,050 persons, against 750 families last year.

Building permits for 160 buildings, representing an approximate value of $258,640, were issued during the month of February, as compared with permits for 248 buildings of the value of $781,135 in February, 1907.

The first anniversary meeting of the British Welcome League was held on the 27th. Up to the end of 1907, 6,000 immigrants had been assisted, of whom 4,000 were placed in situations. Ten thousand free beds and 20,000 free meals were provided. The receipts, including a grant of $1,000 from the Ontario Government, were $5,353, the balance on hand being about $1,256.

The Board of Education has adopted a resolution that women teachers be not hereafter engaged on the public school staff of over 30 years of age. The rule is not to apply to re-engagements, and in other cases of exceptional merit may be set aside by a two-thirds vote.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are getting in readiness for the busy season. The anticipated shortage in feed was not so seriously felt in this vicinity as in some other parts of the province and stock has generally wintered well. Good prices for cattle and horses, and for most kinds of produce prevailed, but the roads towards the latter end of the month were in very bad condition for marketing.

Manufacturing. — Manufacturing industry generally continued quiet, orders showing a noticeable falling off as compared with last year. Shipbuilding was fairly active on repairs and re-fitting work. The Polson Iron Works completed a car ferry for the Canadian Pacific Car and Passenger Transfer Co., to run between Prescott, Ont., and Ogdensburg, N. Y., and are building a 15-inch suction dredge for the city of Toronto. The John Inglis Co., has obtained the contract for a 15,000,000 gallon pumping engine to cost $147,530 and a 6,000,000 gallon engine to cost $52,700 for the Toronto water-works system, a condition being that the Heine boilers, made by the Polson Iron works, Toronto, are to be used in place of the Babcock and Wilcox boilers, made in Glasgow, which were recommended by the City Engineer. The automobile industry is active, having received a considerable impetus from the automobile show held during the latter part of the month, when a large number of sales were made. On account of dullness in the agricultural implement trade, the force of the Massey-Harris Co., was reduced, and a cut of 10 per cent. in the wages of certain piece-workers made.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were dull, with a considerable proportion in all departments unemployed.

Metal, engineering and shipbuilding.—These trades were generally quiet, especially machinists and moulders, many of whom were idle. Boilermakers, shipbuilders and structural steel workers were fairly well employed. Sheet metal workers were dull, brass workers had a fair month; jewellers and silversmiths were quiet.

Woodworkers.—In most lines quietness prevailed. Piano workers found conditions improving.

Printing.—Printers and bookbinders were fairly well employed.

Clothing.—Garment workers were slack. Custom tailors were actively employed towards the end of the month. Boot and shoe makers and hat and cap workers had a fair month.

Food and tabacco preparation. —Bakers, confectionery workers, butchers and brewery workers had generally steady work. The Brewery Workers union and the Master Brewers Association have come to an agreement respecting wages under which, during the current year, the men will receive the same wages as last year. In one year they will receive an all round advance of wages of 25c per week and a like increase in two years. From March to November the working hours are to be 52½ per week, and 50 hours per week for the winter months. The present

scale of wages is as follows. Bottlers and helpers on wagons, $10.50 per week; ale drivers, $12; brewers and drivers, $13; assistant foremen, $14. Cigarmakers were dull. The Cigarmakers Union have levied an assessment of 25c per week on all employed men for the benefit of those out of work.

Leather.—Leather workers noted an improvement in conditions with fewer men out of employment.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers had a fair month. Clerks and salesmen were quiet with many looking for places.

Transport. — Railroad and street railway employees were generally well employed. Prospects for sailors, longshoremen and others in connection with navigation were good.

Unskilled labour.—There was a large number in excess of local demands.

DISTRICT NOTES.

West Toronto.—The council has voted $20,000 for a site and for the maintenance of a Carnegie free library.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was not much change in the condition of the labour market during March, as compared with February.

Business was not active, but the fine weather of the last few days caused an improvement.

The machine shops and factories have been busy. The Sanitary Can Company's buildings were about completed, the machinery was being installed and they expect to begin manufacturing in a short time. Merchants report business dull in all lines.

A large amusement park will be established in the city by private interests, and will contain a number of places of public entertainment to be open during the summer months. Construction of fences and buildings and grading of grounds will commence in April.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—With the exception of pruning fruit trees, and grape vines, farm work was quiet.

Manufacturing.—All mills and factories were fairly well employed.

Railroad construction. — No railway construction was going on. General railway employment was steady.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were quiet, owing to the cold weather and the completion of some buildings on which many men have been employed. Carpenters, lathers, plasterers and painters were all quiet. Builders labourers and stone-cutters were very quiet.

Metal.—Foundry and machine shop employees were all working. Electrical workers and linemen were busy.

Printing.—Printers were quiet.

Clothing.—Tailors were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and cigar makers were busy, with ice-men quiet.

Miscellaneous.—Hotel and restaurant employees were quiet.

Transport.—Railway traffic has been very good. All regular employees were working steadily. Street railway men were all working with teamsters busy, and hackmen quiet

Unskilled labour was largely idle.

DISTRICT NOTES.

Welland.—A new planing mill will be erected. An old flour mill has been turned into an agricultural implement factory and will employ fifteen hands.

Port Robinson.—A strong flowing well of mineral water was struck here.

Chippewa.—Land has been purchased for a large electro-smelting plant for the reduction of Cobalt and other ores. Twenty acres have been secured and a plant to employ 500 men is projected. The site has water frontage on the Niagara River. Niagara Falls power will be used.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. James A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during March showed little change from February, being quiet. About the same number of unemployed as in the preceding month were reported. The building trades became a little more active toward the close of the month, but operations were confined to jobbing and repair work, etc. No work on new buildings is as yet in sight, but it is expected with the advent of warmer weather employment will improve. The Central Relief committee still continued to give employment. Wholesale and retail trade was fair. Civic improvements passed by the City Council included sewers for several streets. The United Gas Company has increased the price of natural gas to the consumers of this city and district from forty cents to fifty-five cents per thousand; shortage in the supply was given as the reason.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fruit men were busy pruning fruit trees and vines and getting ready for spraying. Trees, vines and bushes have wintered well, and if favourable spring weather continues the fruit harvest will be heavy.

Manufacturing. — Canning factories were signing contract with growers for tomatoes at 27½ cents per bushel, an advance over last year's price of 2½c per bushel. Employment in factories and mills was much the same as last month.

CONDITION OF PARTICULAR TRADES.

Building.—The allied trades were quiet, a backward spring having some effect on conditions of employment.

Metal, engineering and shipbuilding.—All branches were quiet.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were quiet. Carriage and wagon makers and coopers were active.

Printing and allied.—The allied trades were active.

Clothing.—Journeymen tailors and boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were active. Cigar makers and tobacco workers were quiet.

Leather.—Tanners and curriers and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees and laundry workers were active.

Transport.—All branches were active.

Unskilled labour was quiet.

DISTRICT NOTES.

Port Dalhousie, Merritton and Thorold.—The conditions of employment were much the same as in February. Most of the mills and factories were running full time but a few did not. The Thorold Basket factory was busy.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Compared with last month the demand for labour has not improved. There were a large number of men out of employment in the city, a large body of whom waited upon the Mayor and asked that they be given work. The Mayor promised to have road or other work undertaken as soon as the weather permitted. The dispute between the stove-plate moulders and the foundrymen remained unchanged. There has been no change in wages and no strikes or lockouts, but a large number of men are out of work in the moulding trade. There was a slight disturbance among the plasterers; the employers desired to pay wages once in two weeks, but the men wished the present system of paying once a week, to prevail. After

a conference matters were left as previously.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers of Ancaster held several meetings with a view to building and equipping a canning factory in that village. A company will be formed capitalized at $50,000. The farmers have agreed to cultivate tomatoes to supply the proposed factory.

Manufacturing.—Industries have not been very busy owing to the stringency in the money market and the large stock of manufactured goods on hand. The iron and steel industries usually employing thousands of hands are being operated only part time, and with reduced staffs.

CONDITION OF PARTICULAR TRADES.

Building.—Employment in the various branches still continued very slack, carpenters, painters and plumbers being the best employed. Plasterers found employment fair but stone-cutters were slack and builders' labourers very slack.

Metal, engineering and shipbuilding.—Iron moulders (stove plate) engineers, machinists, blacksmiths, boilermakers and jewellery workers found employment fair, also moulders employed on machinery mouldings. Electrical workers and horseshoers had active employment, but stove mounters were slack.

Woodworking and furnishing.—Woodworkers generally, had active employment. Upholsterers and wagon makers were fairly active and pattern makers were somewhat slack.

Printing.—The printing trades were fair to active. Machine hands and compositors were active, also pressmen and bookbinders.

Clothing.—Journeymen tailors were somewhat slack, but garment workers boot and shoe workers found employment fair.

Food and tobacco preparation.—Bakers had active employment but butchers, cigar and tobacco workers were only fair.

Leather.—Workers on horse goods were active.

Miscellaneous.—Barbers were fairly well employed, broom makers were busy, hotel and laundry workers active, and delivery employees had fair employment.

Transport.—Steam railway employees found work fair to active. Street railway employees had fair employment, also teamsters, expressmen and cabmen.

Unskilled.—This class of labour was very slack.

DISTRICT NOTES.

Dundas.—Trade and labour conditions in this town were unchanged from the preceding month. Most of the industries were running, but not full time. A large number of labourers were employed in the stone quarries, located outside the town.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued unchanged since February. There were fully 500 men without employment, and 150 more who were finding work only occasionally. None of the factories were busy, and several were still running short hours with reduced forces. Toward the close of the month, a few found employment in the building trades. The city relief officer has dispensed daily about 100 loaves of bread and oatmeal, and the Y. W. C. A. has provided free soup each day at noon to about 75 applicants.

Civic relief on sewerage construction works was continued. One of the local firms, manufacturers of agricultural machinery, has reduced the wages of a number of the employees, averaging 10%; about 580 men are affected. The firm allege that the men can still make the old scale of wages by extra effort. This in many cases is denied by the men. Merchants had a fair month. A charter has been granted to the Brantford Co-operative Association, Limited, with a capital of $40,000, to carry on the business of

a general store. The working men of the city are behind the enterprise. The tax rate for this year will be 21½ mills, an increase of ½ mill over last year.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—The factories are gradually becoming busier, and prospects are brightening.

Railroad construction.—The Brantford and Hamilton Electric Railway Co. is carrying on construction work as weather permits. It expects to open the road on June 1st next.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, plasterers and lathers found trade dull. Carpenters and joiners were active. Painters and decorators, towards the end of the month, were active. Plumbers, gas and steam fitters were active.

Metal.—Iron moulders, core makers and machinists were active, and some were busy. Electrical workers and linemen were quiet. Metal polishers, buffers, stove-mounters and blacksmiths were active. Boilermakers were busy. Sheet metal workers and horseshoers were active.

Woodworking.—Carriage and wagon-makers were quiet. Pattern makers and coopers were active.

Printing.—Printers, pressmen and allied tradesmen were busy.

Clothing,—Tailors were active.

Food and tobacco preparation.—Bakers and confectioners were busy. Cigar makers and tobacco workers were active.

Leather.—Leather workers and saddlers were active.

Miscellaneous.—Barbers, clerks and delivery employees were employed as usual. Hotel and restaurant employees and laundry workers were busy.

Transport.—Railroad trackmen were not very busy. Freight-handlers were active. Street railway employees were actively engaged, as usual. Carters, teamsters, draymen, hackmen and cab drivers were active.

Unskilled labour.—About 500 unskilled labourers were unemployed.

DISTRICT NOTES.

Paris.—There were not many unemployed toward the close of the month. The fabric mills were busy.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during March showed an improvement over February, but there were a considerable number of men out of work, and a large number working short time. The Canada Furniture Co., after a shut-down of three months, started up again, and increased activity has been noticed in certain other shops. Very little outdoor work has been started in the building trades, but the prospects are for a fair season's work. Material has arrived for permanent roadways, and work will commence as soon as the frost is out of the ground. The agreement between the city and contractors is that residents of the city for six months will be given the first chance on the work. Tenders have been asked for a second-storey to a large portion of the new armories, and it is expected work will be gone on with shortly. Contracts for a $13,000 school in the St. Patrick's ward were let during the month. Retail trade has been dull, bad roads being one of the causes. The number of unemployed has shown a tendency to decrease with the end of the month, and while a large number are still out of work, in many cases jobs have been promised with the return of the fine weather.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades had a quiet month. Some work in preparation for the season was under way, but the season will start about April 1st. There has been some repair work under way, and work at the city hall and armories. Bricklayers and masons had a

very quiet month, and carpenters and plumbers a quiet month. Painters and paperhangers had an active month, and towards the close were busy.

Metal.—Iron moulders, machinists and machinists' helpers had a quiet month, with short time in some shops. Two shops worked full time, however, and a general improvement was noticeable over February.

Woodworking.—Woodworkers had a quiet month, as did piano and organ workers. Upholsterers have not yet settled their strike. Carriage workers were active.

Printing and allied.—Printers had an active month.

Clothing.—Journeymen tailors and garment workers had an active month, especially towards the close.

Food and tobacco preparation.—Bakers, confectioners and cigarmakers were active.

Textile.—Tapestry, ingrain and Brussells weavers had an active month.

Unskilled labour was in little demand. A large number of Italian labourers arrived in the city during the month.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, skilled and unskilled, was poorly employed during March, there being several hundred men out of employment. The Grand Trunk sectionmen reported that they were only working three days a week, and some of the local industries were running only four and five days a week. Some factories started full time towards the close of the month. A few small structures were under construction. The Kaufman Rubber Company is preparing to build its new rubber footwear factory. The construction of this factory will provide employment for a large number of workmen during a part of the coming summer. From present indications, all the labour that will be required can be secured here. With regard to the unemployed, the relief committee reported conditions improving. The employees of the Shantz Button Manufacturing Company had their wages reduced during the previous month 10%; the employees of Wunder Furniture Company and the Penman and Cowan Furniture Company also had their wages reduced 10%.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy teaming hay to market, and making preparations for seeding.

Lumbering.—This industry was somewhat quieter than at this time last year.

Manufacturing.—With a few exceptions, manufacturing establishments experienced a quiet month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners and other branches were idle. Lathers and plasterers were active, also painters and decorators. Gas and steamfitters and builders' labourers were inactive.

Metal and engineering.—Iron moulders, iron workers and helpers, coremakers, machinists and engineers, steam engineers electrical workers and linemen had a quiet month. Bicycle workers and horseshoers were busy, and boilermakers and iron shipbuilders very quiet.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were somewhat more actively employed than in the preceding month. Carriage and wagon makers, car builders, pattern makers and coopers were quiet.

Printing.—Printers, pressmen and bookbinders reported a busy month.

Clothing.—Journeymen tailors and garment workers were somewhat more active than during the previous month. Boot and shoe workers were not so active as in the preceding month.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were active, and cigar and tobacco workers busy.

Leather.—Tanners and curriers were active, and saddlers, trunk and bag makers well employed.

Miscellaneous.—Barbers and broom makers reported a very busy month.

Transport.—Street railway employees, cabmen, carters and draymen were busy.

Unskilled.—This class found employment very scarce.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during March was more buoyant than in February. Two public meetings were held, at which questions affecting labouring men were discussed. Early in April, a general meeting will be held, composed of delegates from all of the local unions. This meeting will organize a Trades and Labour Council. In many trades, the hours, which were reduced to eight per day on account of the dullness of the season, have been lengthened, some to nine and some to ten. The furniture workers, who were working 48 hours per week, being 6 days of 8 hours each, were started on 5 days of 10 hours each, being an increase of 2 hours a week.

The Woodstock Board of Education are calling for plans for an eight-roomed school building, not to exceed $20,000 in cost.

It is reported that work may be commenced this spring, on a new hall for the corporation of New St. Paul's church, to cost between $5,000 and $10,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers sending milk to the creamery were realizing as high as 32c. per lb. for the butter, some factories selling the entire output for the month at this price. The price of hogs started to advance slightly towards the end of the month, $5.35 per cwt. being reported.

Lumbering.—Log-hauling was general in districts where there were any logs. The lumbering industry, once so general in this district, is fast becoming insignificant as the forests become depleted. Many farmers now burn coal, because the wood supply has given out.

CONDITION OF PARTICULAR TRADES.

Building.—Quietness prevailed. Bricklayers and masons were practically all idle. Some carpenters found odd jobs, enough to keep them busy. The planing mill reported a fairly busy month. Paperhangers and decorators reported increased activity, particularly towards the end of the month. Lathers and plasterers were very quiet.

Woodworking. — The woodworking trades reported an improvement over the preceding month. Wagon makers were mostly working full time again, but not more than two-thirds of the usual staffs were employed. A marked difference is shown in the goods being made this year, as compared with last. Last year, at this season, the run was on goods for the western markets, while this year practically nothing at all is being made for the west. Furniture workers find a similar condition. Furniture workers, polishers and sanders reported slightly increased activity. Piano and organ makers reported no change in general conditions over the previous month. The Thomas Organ and Piano Co. and the Karn Organ and Piano Co. have been asked by the Dominion government to prepare exhibits for the exhibition in England during the coming summer. Veneerers reported a falling off of orders.

Printing.—Printers and pressmen were fairly busy, there being but few idle printers in the district.

Clothing.—Journeymen tailors reported a satisfactory month, particularly towards the close. Bakers and confectioners were quiet, as were butchers and meat-cutters. Ice-cutters and drivers had a busy month putting up the summer's supply. Cigar makers were quiet.

Leather.—Tanners and curriers were very busy.

Miscellaneous.—Barbers reported a falling off, compared with February and the corresponding month a year ago.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was quiet during March, showing little change from the preceding month. There was very little work in the building trades, more men being idle than for sometime. Most of the local industries have reduced their staffs of workers. The Grand Trunk shops are still on short time, but will increase staff when the new shop extension is finished. The Stratford Manufacturing Co's building is finished, for the making of step-ladders, hay-carriers, etc. They expect to commence work in a short time. The Stratford Clothing factory which was on short time with a reduced staff, has resumed full operations. The demand on the relief committee of the City Council has been the greatest in its history this winter. The wholesale and retail merchants reported business good. The customs returns for February were $14,304.36. This gives an increase over February last year of $2,184.01. No changes in rates of wages and no unrest in the labour market were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were dull, excepting those engaged in the making of maple sugar. Market prices were the same as last month, except that eggs dropped from 28cts to 18cts, a doz., and butter from 28cts. to 25c. per lb.

Manufacturing.—The factories with a few exceptions had a dull month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, lathers and plasterers were very dull. Carpenters and builders labourers were dull. Painters and paper-hangers were busy. Plumbers were fairly active.

Metal.—Moulders, machinists and all engaged in machine shops were quiet

Woodworking and furnishing.—Woodworkers noticed an improvement in some of the factories but most of them were dull.

Printing.—Printers and pressmen were fairly well employed.

Clothing.—Journeymen tailors were active. Garment workers were rather quiet.

Food and tobacco.—Bakers, butchers and cigar makers were busy.

Leather.—Harness workers reported trade active.

Miscellaneous.—Barbers, clerks and delivery employees reported conditions normal. Hotel and restaurant employees were quiet.

Transport.—Railroad employees were active, especially train crews. Cab-drivers, draymen and teamsters were fairly active.

Unskilled,—A large number were unemployed.

DISTRICT NOTES.

Clinton.—The knitting factory is turning out 350 dozen pair of hose per day, against 75 doz. a year ago; it employs 65 hands.

A by-law to amend a former agreement with the Doherty Organ Co., and enable it to enlarge its business and form a joint stock company with increased capital was carried.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of March was a poor one for the workers of this city, the prevailing conditions throughout the winter not having improved much. A large number of men continued to be idle or working short hours. The wholesale grocery firm of Lind, Kerrigan & Co., made an assignment, and will be wound up. The building trades were becoming active and a new Hygienic Institute has been commenced to cost about $50,000. Work

was progressing on the Smallman-Ingram Departmental store building. This firm has formed itself into a joint stock company, and is taking into partnership forty of its oldest employees. The additions to the G. T. R. car shops are about completed. About 400 cords of wood were cut during the winter in the local wood yards, by hand, through the Charities' Aid Society.

The city saved $8,000 last year through day labour, and will employ the system more extensively this year.

The janitors of the city schools have had their salaries increased to $65 per annum per room for less than four-room schools, and $60 for schools with four or more rooms.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy preparing for spring ploughing, the weather becoming favourable earlier than usual this year. Eggs have dropped in price to 16 and 17 cents per dozen, but butter is up to 35 cents a pound. The question of farm help is not expected to be so serious the coming summer.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were commencing to work, although a number were idle yet. Carpenters were nearly all working. Plasterers were doing a little. Painters were becoming busy but plumbers were slack. Stonecutters were nearly all idle yet. Builders labourers reported work slack, with some of their number employed.

Metal, engineering and shipbuilding.—Iron moulders were working short time, iron workers started to work in the early part of the month, with a reduced staff. Machinists were working three-quarter time. Metal polishers were slack, as were brass workers and stove mounters.

Woodworking and furnishing.—Woodworkers were slack, but carriage and wagon workers reported business improving. Car builders have worked short time nearly all month. Coopers reported business fair.

Printing and allied.—Printers and pressmen were fairly busy, but trade was not as brisk as a year ago. Bookbinders were slack.

Clothing. — Journeymen tailors were beginning to be busy, the spring trade commencing. Garment workers were slack. Boot and shoe workers were busy. Cap makers reported trade fair.

Food and tobacco preparation.—Bakers and confectioners reported short time prevailing in two large biscuit and candy factories. Cigar makers were slack with a number not working.

Leather.—Tanners and curriers continued exceptionally busy. Saddlers were slack.

Miscellaneous.—Broom makers reported trade fair. Theatre employees were dull, the local vaudeville house, having closed down two months earlier than usual, throwing about 10 out of work. Laundry workers were busy.

Transport.—Railroad train crews reported a good month. Teamsters were slack, with prospects not as bright as usual.

Unskilled labour.—This has been a very dull month, no civic work having been commenced yet. A large number where idle.

DISTRICT NOTES.

St. Mary's.—The town granted the North Midland Electric Railway Co., tax exemption for 21 years for the railway which is to run from London to St. Marys and Grand Bend, on Lake Huron.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during March showed a decided improvement over the preceding month, and present indications are that the early summer months will find all classes of labour well employed. The weather has been exceptionally fine, and the ground has been broken and work

commenced on a number of building contracts. The building season, however, cannot be said to have commenced. The local brick-layers, carpenters and other mechanics of the building trades have been doing odd jobs during the month. The fine weather has facilitated the handling of freight on the railways, and as a result traffic has been heavy and the men employed in the traffic department have been obliged to work overtime. Heard's factory which was closed down some two months ago has resumed operations, the staff now working half time; it is expected that full time will be resumed at an early date. In the Pere Marquette Shops the work has been very heavy and the employees have been working overtime. No further increase has been made to the staff employed in the Michigan Central Shops, although it is said that the force will be added to in the near future. In the Thomas Bros'. Handle factory, the two first weeks in March were not active, but during the latter weeks, spring orders were being filled and as a result all hands were well employed. During the month, five moulders and two labourers were laid off in the Canadian Iron Factory Co. The slight depression in business is said to be due to the falling off in the Michigan Central Shops. Indications for the summer's work in the building trades is said to be favourable. Although there are no large contracts, contractors state that the requests for estimates indicate that the coming season will be the best in years. A new church is among the large contracts. An ammonia plant is to be constructed in connection with the Light, Heat and Power Department costing in the neighborhood of $2,000. The Street Railway reduced the number of tickets from eight for twenty-five cents to seven for twenty-five cents, and reorganized the working staff, the purpose being to reduce expenses and increase the revenue. At the request of the Trades and Labour Council, arrangements have been made whereby the assessment roll is to be published in the daily papers; tenders are now being sought for publication of the same. Representatives of the Port Dover and Leamington Natural Gas Companies, visited the city recently, their object being to have natural gas supplied to this city for manufacturing and lighting purposes. The municipality has made application for 1,500 h. p. Niagara Power. Kindergarten classes are to be established in each of the five city schools. The recent census shows the population of St. Thomas to be 14,164, a gain of 750 or 5.6 per cent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The markets have been well attended. The care of stock received the chief attention of the farmers. New maple syrup sold at $1.35 a gallon.

Manufacturing.—Local industries report the month of March as decidedly better than the preceding month. Spring orders are coming in rapidly.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and painters were employed during the latter part of March at odd jobs.

Metal.—Iron moulders reported the month a quiet one. Machinists, steam fitters and blacksmiths have been well employed.

Woodworking and furnishing.—Woodworkers had an average month.

Printers and allied.—Printers had a fair month.

Clothing.—Journeymen tailors were well employed, and prospects for the spring trade were good.

Transport.—Railway employees in the locomotive and traffic departments reported the month an active one. The men were obliged to work overtime.

Unskilled labour.—A considerable number of unskilled labourers were out of work, but very little distress was reported, and it is expected that the coming month will find all well employed.

DISTRICT NOTES.

Aylmer.—Recently the Aylmer Iron Works assigned to the Sovereign Bank. Arrangements for starting have now

been made by the Bank and the plant will commence operation at once. It is expected that from fifty to one hundred men will be employed. The new Condensed Milk Plant has been very busy, and has a plentiful supply of orders. The indications for the summer months in the building trades compare favourably with those of previous years.

Port Stanley.—A joint stock company is to be organized for the purpose of providing amusements for patrons of the electric and steam railways.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed very little improvement over the preceding month. There has been no civic work commenced so far this season, consequently a large number are still unemployed, except for a few days at a time. The paving contractors are making preparations to resume operations on contracts awarded in 1907, which will provide employment for large numbers. The Electric Railway Company has received temporary permission for its line to cross the lines of the Grand Trunk Railway Company, and work on the construction of the subway will commence in a few days, this will also provide work. A large number are leaving daily for the farming districts, and in a very short time the congested condition of the labour market will be greatly relieved. A number of the manufacturing establishments are still running short time, with prospects for the future not so good as at this time last year. The building permits issued so far this year were mainly for alterations and repairs. Merchants reported trade only fair. Merchant tailors reported trade dull.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers in some parts of the district have commenced seeding. Many farmers have found that the severe winter has damaged the clover crop, and in consequence clover has been increased to $14 per ton. The produce market remains firm with prices as follows:—

Hay (Timothy)	$15.00 per ton.
Live hogs	5.25 per cwt.
Chickens	70 to $1.00 per pair.
Geese	1.00 each.
Potatoes	1.25 per bag.
Butter	.30 to 32 per lb.
Eggs	.15 per doz.

CONDITION OF PARTICULAR TRADES.

Building. — Inactivity was the rule. Plumbers were busy, but builders' labourers were not in demand.

Metal, engineering and shipbuilding.—In these trades there was practically nothing doing. Electrical workers reported employment fair.

Woodworking and furnishing.—Industrial establishments were on short time.

Printing.—Printers and pressmen were busy, with bookbinders very slack.

Clothing.—Journeymen tailors were only fairly well employed.

Food and tobacco preparation.—Bakers and confectioners found conditions about the average.

Miscellaneous.—Barbers trade was reported better than in the preceding month.

Transport.—There were a few men employed on the street railway, but steamboatmen were still unemployed.

Unskilled.—There was no demand.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a marked improvement in the condition of the labour market during the past month, especially in the building trade. Several building contracts have been let and some are under way; consequently, building material supply firms were fairly busy. The Dominion Bank has asked for tenders for the construction of a new bank building, to cost about

$55,000. The wholesale and retail merchants reported trade fairly good for the season. The Board of Education increased the salaries of the teaching staff. There was a strike at the tunnel; the company were paying 17½ cents per hour for working down in the compressed air chamber, and the workmen wanted $3.00 per day of eight hours. They claimed that that is the general rate of wages paid for working in compressed air, but the company refused to pay it, and the men stopped work. In a few days the company secured sufficient men at 17½ cents per hour, as there are a large number of foreigners looking for work.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Several industrial establishments were running their plants on reduced time, but expect to be operating full time shortly.

CONDITION OF PARTICULAR TRADES.

Building.—Owing to the mild weather, building has commenced under favourable auspices, and most carpenters were employed, with a number of bricklayers, but other branches were quiet.

Metal and engineering.—The iron trades improved during the month, and nearly all of the factories were running full time. Sheet metal workers reported trade quiet.

Woodworking and furnishing.—Conditions are improving.

Printing.—The printers reported a fairly good month.

Clothing.—Journeymen were all employed, with trade fairly good. The garment workers in the employ of the Peabody firm, manufacturers of the railroad "King" overalls, were very busy, and have formed a union with 25 members affiliated with the United Garment Workers of America.

Leather.—Quiet conditions prevailed.

Miscellaneous. — Barbers reported trade fairly good. Furriers were working short time, but hotel and laundry workers had plenty of work.

Transport.—Teamsters and expressmen were not very busy.

Unskilled.—This class could find plenty of work at the tunnel.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of labour during March exceeded the demand in nearly all lines. Marine men reported prospects not very good. This is accounted for by the supply of ore remaining on the lower lake docks, owing to the close-down of a number of blast furnaces in the United States last autumn. The lack of ore cargoes will throw a number of the large boats into other business, which will have the effect of driving out the small ones. The amount of grain at the head of the lakes is much less than in former years. Wages for marine men will likely be lower than last year. The rates have not been adjusted yet. A two-cent-per-bushel rate will probably prevail on grain. The ferry between the two Saults started running on March 27th, as compared with April 1st last year. Banks reported a scarcity of money. Dry goods men reported a backward spring trade owing to continued cold weather. Boot and shoe men did a fair business. Most other branches complained of quietness.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Operations in the woods were about completed for the season. Some hauling yet remains to be done preparatory to the drive. Camps were nearly all broken up. Wages were lower than last year, but hay, oats, and other produce were higher. The Lake Superior Company reported a much larger cut than last year.

Manufacturing. — The manufactories were all working full time with full staffs, excepting one foundry, which was working only three days per week. It was expecting to start on full time shortly.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were slack.

Metal, engineering and shipbuilding.—Iron moulders were quiet. The other branches had fair employment.

Woodworking and furnishing.—The month was a fair one.

In the *printing, clothing, food and tobacco preparation, miscellaneous* and *transport trades*, conditions were normal.

WINNIPEG, MAN., AND DISTRICT.

Mr. J. Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During March, complaints as to difficulty in securing employment have been fewer than in the preceding month. The supply of labour is equal to the demand, but as soon as the weather changes and outdoor work becomes general, it is feared that it will not be equal. To a great extent, the demand for labourers for railroad construction will be the cause of this, but there are signs of activity along other lines. Already the demand for farm help is greater than the supply.

During the last two months, a change has taken place in the supply of female help for various classes of work. One lady advertised for a domestic servant, and had no less than 115 applications for the position. An agency making a specialty of supplying help said that it had on its books a long list of girls seeking employment. This is a condition that has not been obtained for some years. As in the case of men, young women refuse to leave the city. Domestic help is in demand at provincial points, but it is extremely difficult to find women willing to accept positions that necessitate them leaving Winnipeg.

No less than 141 men have made claims against a firm of contractors for alleged payment of a rate of wages less than the amount provided for in fair wage schedules, which form a part of all contracts let by the city of Winnipeg. The Board of Control of the city of Winnipeg is investigating the claims. The contractors in question are engaged in the construction of the Redwood bridge, and part of the cost of erecting it is being borne by the Provincial government, whose officers are taking steps to see that the terms of the fair wage clause are being observed.

On March 9th, dissatisfaction arising out of the reduction of salaries and the cutting of wages caused fourteen girls employed by the Winnipeg Paper Box factory to leave work. The manager of the factory said they were discharged. The girls say they went on strike because they were required to work an extra half-hour each day, and that their salaries were reduced from 50 cents to $1.50 per week. A few days later an amicable arrangement was arrived at, and the girls returned to work.

E. W. Henshaw, secretary of the labour bureau of the "Men's Own," a charitable organization in the city of Winnipeg, in his annual report refers to the exceptional conditions which governed the city during 1907. The late and short summer and the building trades strike threw out of work a large force of men, and materially reduced the number of building permits issued. Despite these conditions, calls for 700 more men were filled than in the previous year, making a total of 5,500.

It is stated that a site worth $20,000 has been donated for a new building, through the generosity of two friends of the Men's Own; also that of $30,000 needed, over $12,045 has already been subscribed for a new building, which it is hoped will be erected before the close of this year. This building is to be equipped in the latest and most approved manner, with a padded room, free baths, laundry, fumigating rooms, reading room, gospel hall, employment room, dispensary, etc. All these departments are to be free for the use of men of all classes, irrespective of creed or color.

Patients treated in the St. Boniface hospital during the year 1907 numbered 4,936, of which 3,242 were males and 1,694 females. The cost per day per patient was $1.00. The report of the Winnipeg General Hospital for 1907 shows the number of patients treated as 5,133.

Public improvements for the city of Winnipeg for 1907, as follows, are planned:—

Sewers	$ 245,420.84
Plank sidewalks	12,973.83
Granolithic sidewalks	66,800.20
Block pavements	70,314.09
Macadam pavements	56,311.59
Asphalt pavements	1,261,028.18
Streets and lanes	48,891.44
Boulevards	14,322.00
Sanitary improvements	10,000.00
Waterworks (wells included)	488,826.01
High pressure system extensions	29,544.35
Total	$2,304,432.51

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are making application for help to the Immigration Department at Winnipeg, and from the volume of these, it is evident that preparations for seeding are on a more extensive scale than usual. Complaints have been made recently as to the quality of the milk supplied. Tests of many samples have been made, and these in some cases have been found to be below the standard. Prosecutions have been made and fines imposed. Both milk vendors and restaurant keepers alike, are required to supply milk of a standard quality. Against both these classes prosecutions are now pending.

CONDITION OF PARTICULAR TRADES.

Building.—The building season promises to be a very active one. Some of the buildings which will most probably be erected during the coming summer are as follows:—

Four-storey examining warehouse at the corner of Rorie and McDermot streets.
Customs warehouse extension.
Grand Trunk Pacific Red River bridge.
Two apartment blocks to cost $190,000.
Store block to cost $190,000.
All Saints' Church, $125,000.
Manitoba linseed oil factory, $75,000.
Union depot for Grand Trunk Pacific and Canadian Northern Railways.
Isolation hospital and morgue, $90,000.

Before midsummer, plans for many other large structures will be announced. Already many dwellings have been commenced. To the above list may be added one or two schools. A by-law will be submitted to the ratepayers in a few weeks asking for authorization for the expenditure of $600,000 for new schools. It is not expected, however, that the whole of this will be expended during the present year.

It is understood that the building trades contractors have come to an arrangement with the building trades unions with regard to wages during the present year. The rates will remain at the same rate as last year. The only union that has not agreed to the rate is the plasterers.

Metal.—There has been a slight improvement in business. The shops of the Manitoba Iron works have resumed the ten-hour day in all departments. During the past two months they have been working short time. About 150 men are on the pay list.

Woodworking.—There was no appreciable change in the slackness prevailing.

Printing and allied.—Conditions were about normal. The volume of business was not as great as usual for the season. Binders reported business extremely dull.

Clothing.—Tailors were not yet busy on spring orders and reported prospects only fair. Collections were fairly good in March.

Food and tobacco.—Amongst bakers and confectioners conditions were normal.

Leather.—These trades have added to their staffs during the last few weeks, and orders are coming to hand which will soon enable the factories to give employment to full staffs.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Prospects for building operations are very favourable. Much building is contemplated, and local architects are already figuring on structures. It is believed that the season about to open, will be as active as the previous year. New buildings are likely to be for the most part of stone and brick. The plans for the new Canadian Northern depot are being prepared, and permits have been issued from the city engineer's office for the erection of several buildings. A

number of skilled mechanics were idle. Wholesale and retail trade was fairly active.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The winter fair opened March 10, 1908, and continued for four days. It proved a success from every point of view, and the Winter Fair Association has decided to make it an annual occurrence. Visitors in large numbers attended each day, and a large number of exhibits were entered from different parts of the country. The section allotted to the horses was the leading feature of the fair. In each of the different classes large entries were made. Most of the well-known breeders had entries in the cattle department and in the sheep and swine sections. Many valuable addresses were delivered on various subjects interesting to the farmer. A very interesting part of the fair was the competition on stock-judging, and weed seed identification. At the closing of the Fair, a sale of horses took place, when many pure breed horses changed hands at fair prices.

Lumbering.—The lumber camps close at the end of March. The season has been most favourable, owing to the fine weather, good roads and little snow. The output of both logs and lumber will fully double that of last year.

Manufacturing.—The Wheat City flour mills have been taken over by the Merchants' Bank, which is investigating the affairs of the late firm. This company owns an elevator at Souris, in which several farmers had deposited wheat. The Merchants' Bank allowed them to withdraw it. The mill is likely to start under new management.

Railroad construction and employment.—Track laying on the Grand Trunk Pacific Railway, between Portage la Prairie and Saskatoon is being resumed, and the remaining 65 miles will likely be completed soon. An order has been given to the Grand Trunk Pacific agency to supply gangs of 140 men each, to work both ways, on 340 miles of track. It is stated that by April 1st this force is to be increased to about 600 men, and later to 1,000, all of whom will be engaged in ballasting and surfacing west from Portage la Prairie.

Other industries.—The Brandon Fire Engine Company, Limited, has been incorporated with a capital of sixty thousand dollars. It will manufacture all kinds of fire-fighting appliances. The new nine-stall roundhouse of the Canadian Northern Railway, with its new turntable, is now in use. The Brandon city council opened tenders March 19, for the construction of the new bridge at First Street. The council decided to accept the city engineer's tender, which was the lowest, and gave him instructions to proceed with the work at once. The estimate of the city engineer for a reinforced concrete structure was $48,250,-00.

CONDITION OF PARTICULAR TRADES.

Building.—There was practically no work in the building trade, but prospects were very encouraging.

Metal and engineering.—Machinists, engineers, blacksmiths, boilermakers, jewellers and sheet metal workers were all quiet.

Woodworking and furnishing.—Quiet conditions prevailed.

Printing.—Printers were fairly active.

Clothing.—Journeymen tailors were also actively employed.

Food and tobacco preparation.—Bakers, confectioners, etc., had fair employment.

Miscellaneous.—Barbers, clerks and restaurant employees found trade fair.

Transport.—Freight traffic was quiet and passenger traffic fairly active. Cabmen, draymen, teamsters and expressmen were quiet.

Unskilled.—There was no scarcity of this class.

DISTRICT NOTES.

Neepawa.—Many settlers are coming into the west through North Portal, Sask. Immigration has fairly started, and trains loaded with land-seekers and their effects are arriving daily.

Langenbury.—The creamery has been running all winter. During six weeks the sum of $2,000 was paid to patrons. This is the first winter that a creamery has been in service.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during March was dull. Practically no work has yet been begun in the building trade, and except among a few carpenters employed on interior work, conditions were the same as in the preceding month.

The organization committee of the Trades and Labour Council at the last meeting of that body reported the completion of their work in connection with the Teamsters' Union.

Negotiations are still in progress between the Trades and Labour Council and the Builders' Exchange for a working schedule to embrace every branch of the building trade for the season of 1908. The painters' and plumbers' schedules have already been endorsed: the stonecutters' stands the same as last year; but a disagreement exists with regard to the carpenters' and bricklayers' schedules. The carpenters are asking for an advance of ten cents per hour over last year's schedule, while the bricklayers are asking for an advance of five cents. No definite decision has yet been arrived at, but the Builders' Exchange has submitted a modified scale for the consideration of the two unions.

There were about the same number of cases of destitution in the hands of the Relief Society as during the preceding month. The number range between 40 and 50, all of whom were being taken care of by the Society.

From numerous enquiries that have been received by the secretaries of the local unions it is apparent that many men are contemplating coming to Regina at an early date on account of the proposed building of the New Provincial Parliament Buildings, which are to be commenced during the coming season. In this connection the Bricklayers' Union issued a note to their brethern in the east to prevent the city being flooded with men in search of employment. In all probablity excavating and other labourers' work will occupy the spring and the early part of the summer. The Amalgamated Society of Carpenters and the bricklayers have each 70 members on the union books, nearly all of whom are unemployed at the present time.

A meeting for the formation of a Threshers' Association has been called for the first week in April.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Winter conditions still prevail, but the farmers were looking forward to an early opening of operations.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, stonecutters, masons, carpenters and joiners, lathers, plasterers, and painters were very dull. Plumbers, gas and steam fitters, and builders labourers were dull.

Metal.—Electrical workers were quiet.

Printing.—Printers were fairly active; there being a slight improvement in trade as compared with last month.

Food and tobacco preparation.—Cigarmakers were dull.

Miscellaneous.—Barbers were fairly active. Laundry workers were active.

MOOSEJAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market somewhat improved during March after the depression which existed during the severe weather. There is every indication of greater activity in the building trades, In the railway service conditions have very much improved. Immigrants from the United States have commenced to enter Canada on a larger scale than ever before at this time of the year. There are at present coming in from the south through Portal section an average of over thirty car-loads of

settlers every day. Freight traffic has greatly increased. With the appropriation for road improvements and building contemplated by the Canadian Pacific Railway Company there will be considerable employment provided for workingmen in this city and district. It is the intention of the above mentioned railway company to increase its yard accommodation at a cost approximating $300,000. The trades generally show indications of improvement. Men are already in demand. In agricultural pursuits there is a good demand for men, with the supply about equal. In many instances farmers requiring men to manage their farm, with housekeepers, cannot procure them.

CONDITION OF PARTICULAR TRADES.

Building.—Though there has been considerable improvement in the demand for labour, bricklayers and masons were still inactive. Plumbers and steamfitters and builders' labourers had fair employment.

Metal and engineering. — Machinists and engineers, and steam engineers were fairly active. Electrical workers and linemen were active, also horseshoers, jewellers, etc., with blacksmiths fairly busy.

Woodworking and furnishing. — Carbuilders were fairly busy.

Printing.—The printers and allied craftsmen found conditions considerably improved compared with the preceding month.

Clothing.—Journeymen tailors had fair employment, and boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were active, and ice-handlers very active.

Miscellaneous. — Barbers were busy, clerks, stenographers, hotel and restaurant and theatre employees active.

Transport.—Towards the latter part of the month there was a great improvement in transportation and the different departmental staffs were increased.

Unskilled. — Employment was fairly abundant.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market improved somewhat during the month, and at the end there were about one hundred workmen employed on new buildings being constructed by the exhibition board to accommodate the Dominion exhibition, to be held here on the first 10 days of July, 1908. Work also was commenced on a number of buildings throughout the city, giving employment to carpenters, who have benefitted to a greater extent than the other branches, though there are still a number out of work. The unskilled classes were comparatively inactive. Business with railway companies showed an improvement on last month. On the whole, the labour market was about the same as in the corresponding month of 1907, that is, the supply exceeded the demand. On March 2 the Cushing Brothers opened their new factory. The factory is one of the largest of its kind in the Dominion. On the same date the new steel bridge to the east of the city was opened for traffic; this will be a great benefit to settlers. Work was also commenced on the superstructure for the new titles office, to cost about $125,000. About fifty workmen are being employed on the structure, which is being built by day labour. About forty men are employed on the erection of the Normal school. Business with the transportation companies increased during the month. Another daily train has been put into service, and another will be put on the north branch in April. Bank clearings remained about the same as last month, but shewed a decrease compared with the corresponding month of 1907. Wholesale trade improved slightly, but retail trade remained about the same as last month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have commenced preparing the ground for the spring crop, and report great need of rain.

Mining.—Mining has not improved during the month. A joint meeting of operators and workers was held in the city a short while ago. This committee is the result of the agreement arrived at last year between the operators and miners, and is formed for the purpose of settling all disputes which may arise between the men and the operators. Those present were F. H. Sherman, J. A. MacDonald and Wm. Graham, representing the miners, and Louis Stockett, Bankhead; W. F. McNeill, Canmore, and J. D. Hurd, of the Crow's Nest Past Coal Company, representing the coal operators. Mr. Stockett acted in the capacity of chairman, and Mr. MacDonald as secretary. The proceedings of the committee were not made public.

Manufacturing.—Calgary has some 40 factories, 97 wholesale houses, and 13 banks. The following comprise some of the most important industries: One biscuit factory, 1 box factory, 2 candy factories, 2 foundries, 2 breweries, 2 cigar factories, 2 meat packing plants; 1 breakfast food plant; 1 cement factory, 3 harness and saddlery factories, 2 pressed brick plants, 3 cut brick plants, 3 flour mills, 1 coffee and spice plant, 2 tent and mattress plants, 3 dyeing and cleaning works; 2 cold storage plants, 2 electric light plants, 2 electric power plants, 1 gas plant, 2 lumber mills and 3 planing mills.

EDMONTON, ALTA., AND DISTRICT

Mr. J. A. Kenny, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was employed to a slightly greater extent than last month, though there are still a large number of workmen unemployed. Compared with March of last year there were more unskilled labourers employed, but as the number in the city seeking work is much greater than in March 1907, the proportion remaining unemployed is considerable. Very little in the way of house building has yet been commenced. The demand for mechanics can be met by the local supply. Increased numbers of settlers are continually arriving; some remain in the city expecting to secure suitable employment until the roads become sufficiently good to travel on, when they will leave for different sections of the country in search of suitable land. A large number are arriving to engage in railway construction work, and will readily secure employment as soon as conditions are favourable for grading The city is employing between 150 and 200 men on street and sewer construction work. The wages paid are below the scale; but it is expected that this will be rectified as soon as the frost is out of the ground and active operations begin. The number of men employed is likely to be increased, as Edmonton has planned to expend nearly $1,000,000 in improvements during the coming year. These improvements will consist mainly in extensions to sewer and water systems; street paving; a car line; and the installation of a stronger automatic telephone system. Work on the substructure of the bridge at Battle River is being proceeded with; it is to be ready for the steel by June 15.

Among the estimates passed by the Alberta Legislature, was one for the expenditure this year, of the sum of $1,110,500 in public works throughout the province. Wholesale and retail trade was fair.

CONDITION OF LOCAL INDUSTRIES.

Lumbering. — Lumbering operations were successful and it is expected that a record cut will be taken out.

Manufacturing. — Two new brick manufacturing plants will be established this spring, making six brick-yards here, with an output of about twenty million brick for the season.

CONDITION OF PARTICULAR TRADES.

Building.—There were a few more bricklayers at work than during last month. Carpenters, lathers, plasterers, plumbers and gas-fitters, steam-fitters, and sheet metal workers were in the main inactive.

Metal and engineering. — Electrical workers and linemen were better employed, and blacksmiths and horse shoers were fairly busy.

Printing. — Printers, pressmen and bookbinders found trade fair.

Food and tobacco preparation.—Bakers, confectioners and cigar makers had only fair employment.

Miscellaneous.—Barbers, clerks, hotel and restaurant employees were fairly employed, with a number of each craft out of employment.

Unskilled.—This class is employed to a considerable extent, but on account of the large number of new arrivals the supply far exceeded the demand.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during March was quiet throughout the Kootenay district, there still being a surplus of labour approximating 1,500 men, and practically no change from the preceding month. The smelter at Trail, B. C., has about 500 men on its pay-roll, maintaining in that town normal prosperity. A new copper furnace, said to be the largest in Canada, is being installed at the smelter; this will materially increase the output.

Mining at Rossland was normal, about 1,000 men being reported on the different payrolls. A high-grade ore-body has been found in the 1,650 foot level of the Le Roi mine.

Several properties in the south belt are being investigated by prospectors, and some good ore has already been shipped.

The report of the Consolidated Mining and Smelting Company, of Trail, recently issued, shows a total production for 1907, of six millions. The War Eagle and Centre Star show higher values with depth; the War Eagle has recently shipped 120 tons, going $40 per ton in gold. During the final six months of 1907, this company's properties, comprising the Centre Star group at Rossland, St. Eugene group at Moyie, and the Snowshoe mine at Phœnix, shipped 248,664 tons. The company also owns the Trail smelter, at which the average amount of ore and by-product smelted was 1,116 tons per day. The amount of lead-silver bullion produced daily was 42 tons, averaging $165 per ton, and the amount of copper matte 15 tons daily, averaging $453 per ton. The amount of pig-lead produced by this company's refinery was 38 4–10 tons daily, averaging about $79 per ton.

The collections for Nelson customs district for February, 1908, were $15,740.58 against $12,601.95 for February, 1907, an increase of nearly 25%. The collections of the Inland Revenue office for February were as follows: Spirits, $3,917.16; malt, $210.00; raw leaf tobacco, $86.92; cigars, export, $123.78, and cigars, ex-warehouse, $77.20, making a total of $4,417.03.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions have improved considerably since February, and the number of idle men was much less. Weather conditions were much better. A large number of new dwelling houses are under construction, furnishing employment for a limited number of carpenters, painters, plumbers, bricklayers and plasterers. A number of men are employed by the city on additions to the sewer system, repairing and opening up new streets, etc. A number have also found work among farmers, who prefer to pay a little more for the services of a white man than for a Hindu, Chinaman or Japanese. Two new sawmills will likely be built in a short time at Bon Accord, about one mile above this city on the Fraser river, the necessary land and water frontage having been secured. A steamer of 1,778 tons called at one of the local saw mills during the month and took aboard a

part cargo of box shooks, lumber and ties for Salina Crux, Mexico. The custom returns for this port during the month of February last, show an increase of 50% over the same month last year. The receipts of the local land registry office for the month of February last were $2,324.44, as against $1,796.44 for the corresponding month of last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy preparing for the spring planting. A large number of idle men in the cities have secured employment among the farmers.

Fishing.—Though the season for spring salmon opened on the first of this month, comparatively few of the fishermen were on the river. Catches of springs were very small. Spring salmon is retailing in the local shops at 15 cents per pound.

Lumbering.—Lumbering was more active than last month. Some logging camps and saw mills which had closed down during the fall and winter months have again resumed operations, and a good season is anticipated.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and plumbers were quiet. Builders' labourers were dull.

Metal.—Iron moulders, iron workers, machinists, steam engineers and blacksmiths were quiet.

Woodworking.—Car builders (electric) were busy. Shingle weavers were dull.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors and boot and shoe workers were quiet.

Food and tobacco preparation.—Bakers and confectioners were busy, while butchers and meat cutters were active. Cigar makers were active.

Leather.—Tanners and curriers were busy.

Miscellaneous.—Barbers were active, with clerks and stenographers dull. Hotel employees were active and laundry workers quiet.

Transport.—Steamboatmen were active; street railway employees were busy, and teamsters and expressmen dull.

Unskilled labour was dull.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Merchants generally reported business a little more active towards the end of the month, though they find the spring trade somewhat slow in opening up, very few camps having commenced operations. Prospects are favourable in regard to summer outside trade, mainly in railway construction supplies. Prices in all lines, excepting hams and Oregon eggs, held firm. Easter creamery butter was scarce; a large amount of California butter came in, and heavy shipments of Australian butter are expected to arrive. The hardware trade increased in activity, and local dealers were sanguine of a good season.

Brokers reported mining stocks active.

The British barque "Inverneill" sailed with a cargo of 1,244,200 feet of lumber for Calais, France; the timber was cut at the Hastings mill.

The largest catch of halibut that has reached here for several months arrived on the 21 instant, by the fishing steamer "New England". The cargo of fish amounted to 145,000 pounds, caught in eleven days in the Hecate straits.

The rush to the North has commenced and all the ships leaving Vancouver for northern ports are crowded.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Loggers reported trade dull, there being no foreign demand for timber. Several camps are closed and will remain so for several months. There are almost enough logs in the streams to keep the mills going until fall. Several booms have been towed from the salt water to preserve them from toredo worm.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very quiet, but there were not so many men out of employment as in the previous month. Prospects are not very bright.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, engineers and machinists reported trade dull, with the outlook uncertain.

Woodworking and furnishing. — Inactivity prevailed.

Printing.—Thirty-five printers were reported out of employment, and about one hundred at work.

Clothing.—The union tailors complained of the contract for making uniforms for the city police and firemen being let to a city firm that will have the uniforms made at Montreal. There were a number of tailors out of work since the holidays, and in view of the keen competition of Japanese and Chinese firms, the outlook is discouraging.

Food and tobacco preparation.—Bakers and confectioners reported trade dull. The master bakers increased the price of bread from 5 to 7½ cents for a 1½ lb. loaf. As there are no copper coins in circulation 10 cents is the charge for a single loaf, or 2 loaves for 15 cents. As a result of this increase in the price of bread, the working people in general, are baking their own bread, thus throwing out of work several journeymen bakers. The cigar makers reported trade very quiet and a number of cigar makers out of work.

Leather.—Fair conditions of employment prevailed.

Transport.—Railway employees were fairly active, though longshoremen reported two men offering for every job. Carters, hackmen and delivery employees were active.

Unskilled.—The civic labourers have had their wages reduced from 30 to 28 cents an hour, and also some from 27½ to 25½c, an hour, for an 8 hour day. Builders' labourers reported three-fourths of their number out of employment.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During March, while the general average were employed, owing to the number of newcomers there have been many unemployed. This applies to all the trades, but more particularly to the building lines and unskilled labour. It is expected that this condition will be naturally bettered during the next month when building will have started, and other works of improvement for the city are undertaken. The C. P. R. Co. is calling for tenders for clearing the land for their new freight terminals, and this, as well as the building of the new structures should take a number of men off the market. It is expected that it will be a busy season, as several large and expensive buildings are to be constructed.

During March the first contingent of colonists were brought to British Columbia under the auspices of the Salvation Army. There were 33 of this contingent brought to Victoria, four of the number being domestic servants, and the remainder being intended to be stationed on farms in the neighbourhood. Another party of 28 will reach this province about April 1st.

Bank clearings for the month of February show a satisfactory increase over the same month of last year. The total clearings were $4,272,712, compared with $3,750,822 in February, 1907, and $2,888,017 for the corresponding month in 1906. Total clearings for the months of January and February this year were $8,663,807, compared with $7,660,331 for the same two months last year.

Business, both wholesale and retail, was very good.

There were no changes in wages or hours of labour reported during the month. and there was no unrest in the labour world.

Retail market prices have shown a slight decline lately, and flour, though it has advanced in price in the east, still remains at the price established for the last six month.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—There is no commercial salmon fishing going on at present, but the Japanese fishing schooner *Sunburst* left this port for the Northern halibut banks recently. Big catches have been made recently by American fishing vessels.

Lumbering.—Mills are all running and report business in first class condition. It is expected that one or two logging camps on the Island that shut down for the winter months will start work again early in April.

Manufacturing.—All the manufacturing industries report business good; but there are always plenty of men to meet the demand for labour. The ship yards are all running full time.

Mining.—Recent advices from the Queen Charlotte Islands indicate considerable activity in that district.

Sealing and whaling.—Two schooners of the Victoria Sealing Company will be outfitted early in April to hunt sea otter in North Pacific waters. Sea otter skins are now very valuable and are sold at prices ranging from $250 up.

The Pacific Whaling Company have moved their plant from Page's Lagoon near Nanaimo on the gulf of Georgia to the station at Sechart on the west coast. This station is used during the months of fine weather when the sea is not too rough and the whales go out to the open sea. Good catches were made here last year.

CONDITION OF PARTICULAR TRADES.

Building.—While considerable residential building is going on, yet it is expected that within a very short period much more construction will be taken in hand, and will engage practically all the unemployed men in this line. Carpenters and painters are the principal branches of the buildings trades at present out of work.

Metal, engineering and shipbuilding.—All branches were well employed. Shipwrights and caulkers have had more work during the past few months than for some time, but as soon as the present ships on the way are finished a lull is expected.

Woodworkers and furnishing.—Woodworkers were well employed but upholsterers have found that business has slackened to some extent. Carriage and wagon work was normal, and idle men in this line have been reported.

Printing and allied. — Commercial printing has been good but there have been more than enough men to do the work. The government printing office laid off four men at the close of the session. This is principally on account of a change of policy on the part of the government, in putting a stop to timber limits being taken up for the present and consequently the falling off of location notices in the *B. C. Gazette.* Bookbinding has been very active.

Clothing. — Journeymen tailors reported business in fair condition, and the garment workers were constantly employed at the two factories here.

Food and tobacco preparation.—The cigar making business is in a healthy state and all the regular workers were kept well employed. Bakers, confectioners, butchers &c., found trade normal.

Miscellaneous. — All branches were fairly well employed and the hotel business has been a little above the normal, consequently considerable help was employed.

Unskilled.—While the city has a big staff of men employed at present, there are many men looking for employment.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this district has slightly improved since last month, there being fewer men out of work. The Provincial Government has employed a large number on road and improvement work, and the city is doing its share. The wholesale and retail dealers are feeling the present stringency. There have been no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES

Agriculture.—The farmers are at work at spring plowing.

Fishing.—The herring fishing has closed for the season, with a large catch.

The whaling station on the Gulf of Georgia, near this city, has closed. The station off the west coast of the island has opened for the summer. The inside station is going into the catching and preparing of dogfish for oil and fish guano.

Lumbering.—There was very little activity among the sawmills and lumber camps.

Mining.—The coal mines in this city have been working four days a week during the month, and the other mines have been working short time. Some of the new mines having been temporarily shut down are resuming work on a smaller scale.

Railroad construction.—Clearing the right-of-way on the extension to the E. & N. Ry. is being pushed, and grading has started. This is having a relieving effect on the present stringency.

CONDITION OF PARTICULAR TRADES.

Building.—There was little employment.

Metal.—Blacksmiths and carriage makers reported work quiet.

Transport.—Teamsters and expressmen were quiet.

Unskilled labour.—There was a large number of unskilled labourers in the district, but not so many as last month.

INDUSTRIAL DISPUTES INVESTIGATION ACT.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF MARCH.

DURING the month of March the Department received five applications for the establishment of Boards of Conciliation and Investigation, viz:—

1.—On behalf of the employees of the King Edward mine, Cobalt, Ontario, the number of employees concerned being estimated at 60.

2.—On behalf of the Lake Seamen's Union, being employees of the Canadian Lake Carriers, through the Dominion Marine Association, the number of employees concerned being estimated at 450.

3.—On behalf of the employees of the Manitoba and Saskatchewan Coal Company, Limited, of Bienfait, Sask., the number of employees concerned being estimated at 50.

4.—On behalf of the employees of the Western Dominion Collieries, Limited, of Taylorton, Sask., the number of employees being estimated at 90.

5.—On behalf of Mechanics Lodge No. 23, Provincial Workmen's Association of Nova Scotia, being employees of the Cumberland Railway and Coal Company, Limited, the number of employees concerned being estimated at 1,600.

Of applications received prior to the beginning of March, proceedings in connection with which remained unfinished at the close of preceding month, there were the following, namely, (1) on behalf of the employees of the Dominion Coal Company Limited of Dominion, C. B., the number of employees concerned being estimated at 7,000; (2) on behalf of the employees of the Hamilton Street Railway Company and allied Companies, the number of employees concerned being estimated at 120.

The report of the Board established in the case of the dispute between the Dominion Coal Company Limited, of Dominion, C. B., and its employees, was received during the month and is printed in the present article. In the case of the Board established for the adjustment of the differences between the Hamilton Street Railway Company and allied Companies the inquiry before the Board proceeded during the month, but a report had not been received by the department at the end of March.

I. SETTLEMENT OF ALL DIFFERENCES BETWEEN THE DOMINION COAL COMPANY AND ITS EMPLOYEES—AGREEMENT EFFECTIVE UNTIL DECEMBER 31, 1909.

THE Department received on March 23, the report of the Board established for the adjustment of the differences between the Dominion Coal Company Limited of Dominion, C. B., and its employees. The report was in the form of an agreement concluded between the parties, effective from March 16, until December 31, 1909. The interests at stake in this dispute were very extensive, concerning directly 7,000 men with their wives and children, and affecting also the provincial revenues and many business interests throughout Nova Scotia and elsewhere. Much satisfaction has therefore been expressed in the press of the Province named and in the communities most closely identified with the districts concerned in the dispute at the conclusion of an agreement which appears to have been generally acceptable to both parties, and which promises economic stability for a considerable period.

The Board of Conciliation and Investigation consisted of Dr. A. S. Kendall, M. P. P., Sydney, N. S., appointed on the recommendation of the miners; Mr. J. Dix Fraser, New Glasgow, N. S., appointed on the recommendation of the Dominion Coal Company; and Professor Adam Shortt, Kingston, Ont., Chairman, appointed by the Minister in the absence of a joint recommendation from the parties concerned. The sittings of the Board were held in the Council Chamber of the Town Hall at Glace Bay, N. S. The Board first met on March 2, the Dominion Coal Company being represented by Mr. G. H. Duggan, general manager, assisted by Mr. Charles Fergie, Chief Superintendent of Mines; and the miners being represented by Mr. John Moffatt, Grand Secretary of the Provincial Workmen's Association, assisted by Messrs. Stephen B. McNeil and S. K. Nicholson, also officers of the P. W. A.

The chief matters in dispute were connected with the readjustment under a new schedule formulated by the Company early in the present year of the rates of pay for various classes of mine work, involving a considerable reduction in the rates for pillar work, while certain other classes of work received increased rates. Other matters in dispute were the regulations adopted for wedging down coal when explosives could not be used, the rearrangement in the prices to be paid for explosives, the increased price for house coal bought by the miners, also the question as to the length of time to be covered by an agreement.

The Board devoted itself on March 2, to obtaining an outline of the various matters in dispute. The second day's session was employed in visiting two representative mines. The next five days were occupied in hearing evidence first on behalf of the employees, various workmen being called as representatives of different grades and classes of work to be done in different mines, particularly with reference to the taking out of pillars and the mining of coal with machines; next on behalf of the Company, evidence being given by the district superintendent and the managers of the different miners.

Conduct of the Investigation.

The Chairman of the Board in a covering letter to the Department accompanying the text of the agreement concluded, after outlining the course of proceedings before the Board, as above set forth, proceeds as follows: "As usual the evidence was given in a free and informal manner, the witnesses being subject to question by the members of the Board and the representatives of both sides. As a result there was comparatively little difference as to matters of fact, and such as existed was chiefly cleared up in the course of the discussion. The cases for the two sides were handled by Mr. Duggan for the Company and by

Mr. Moffatt for the men with ability, moderation and good temper, conducing much to the clarifying of the issues and the preparation for an amicable settlement."

The taking of evidence was closed on March 9, after taking counsel with both parties separately and discussing provisional proposals a definite award was formulated and signed by the members of the Board. This was submitted to the representatives of the company and the miners and virtually accepted by them, however the committee representing the miners had not the authority to formally accept the award before it had been submitted to the body of men through their lodges, of which there were some sixteen. Accordingly the terms of the award and the reasons which had governed the Board in arriving at them were explained to the general representatives of the miners, and by them submitted under a species of referendum, to the different lodges. The result was that the lodges accepted the award by a large majority.

The action of the lodges was ratified by the Sub-Council and their committee authorized to sign the acceptance of the award of the Board. The award as accepted by both parties continues in force until December 31st, 1909. The net result of the adjustment of rates amounts to a substantial increase of over $70,000 per annum on the general pay roll.

The award of the Board as forwarded to the Department included a blue print plan of the workings of the mine controlled by the Dominion Coal Company, which could not be included in the report printed in the present article.

The Minister's Congratulations.

The Minister received a telegram from the Chairman of the Board on March 13, announcing that a satisfactory settlement had been reached in this dispute. Professor Shortt's telegram was read in the House of Commons by the Honorable Mr. Lemieux shortly after its receipt, and the following letter of congratulation was subsequently addressed by the Minister to the Chairman of the Board:

OTTAWA, March 16, 1908.

My Dear Professor Shortt.

I am delighted to have again the opportunity of congratulating you on the sucessful result of your efforts to arrange the differenees between the Dominion Coal Company and its employees. Of the many differences that have been referred under the provisions of the Industrial Disputes Investigation Act during the past year, so many of which have come before yourself for adjustment, none perhaps has altogether equalled in importance, that which has now been disposed of, where not less than 7,000 men were directly concerned, while thousands of coal miners in the province of Nova Scotia were keenly interested in the outcome. In some respects also, I am inclined to believe the present dispute presented new and difficult phases so that both employers and employed were sometimes doubtful of the possibility of an amicable arrangement being reached. The conclusion of an agreement through the good offices of yourself and colleagues on the Board, is therefore an especially fortunate termination of the affair, and one that happily averts any serious danger of interruption to the great industry affected.

As I have said, you have during the year, presided over many Boards of Conciliation and Investigation constituted under the Act for the ajustment of various industrial disputes. The result of your efforts has been uniformly successful, and of the utmost value to the industrial population of Canada. I welcome this opportunity therefore, of expressing my sense of the deep obligation under which you have laid my Department. I congratulate you upon having seized at the outset the vital principle of the measure, that namely, of conciliation, and upon effecting a series of agreements and establishing an array of precedents in the course of your investigations which must prove of the highest value in all future proceedings under the Act.

Let me assure you that my colleagues in the Government appreciate no less than myself the value of the services you

have rendered during the year, often, I am aware at great personal inconvenience and to the disturbance of your leisure and of your normal duties and engagements. I believe I may add that the public also fully recognizes its indebtedness to you in respect of this same matter.

Again complimenting you on your latest triumph in the work of conciliation, I remain,

Yours very truly,

(Sgd.) RODOLPHE LEMIEUX

Professor Adam Shortt,
Queen's Univesity,
Kingston, Ont.

Employees' Appreciation of Terms of Settlement.

On March 13, the Sub-Council of the Grand Lodge of the Provincial Workmen's Association at its regular session, unanimously passed the following address, and presented copies to the members of the Board of Conciliation and Investigation who were present, for the purpose of addressing the members of the Council:

To Prof. Adam Shortt, Dr. A. S. Kendall and J. Dix Fraser, members of the Board of Conciliation.

Gentlemen.—The members of the subcouncil of the P. W. A. desire to express their appreciation of your services in the matter of their dispute with the Dominion Coal Co. The work of the Board was conducted with great ability, the members of the board showing a large knowledge of the facts of the case.

A spirit of fairness was shown throughout the discussion of the dispute. Ample opportunity was given to present all necessary evidence, which gave great satisfaction to all our members and to others interested in the case.

The decision of the board has not been as favorable to us as desired, but we believe, it was given in all fairness, and the board has exercised its best judgment in giving the award.

We thank you for the good work accomplished, the benefit conferred upon our Island, our province and our county by the result of that work from a state of anxiety and uncertainty to the future of our industrial life. We have by your assistance, been brought into a state of certainty that peace shall continue to aid in the progress of our mining villages.

Wishing you success in your future labours, we are yours in behalf of the Provincial Workmen's Association.

STEPHEN B. McNEIL,
Grand Master P. W. A.

JOHN MOFFATT,
Grand Secretary P. W. A.

JOHN DAVIS,
DAN. McDOUGALL,
DAN. CARMICHAEL,
RONALD NICHOLSON,

Resolution by Glace Bay Council.

At an adjourned regular meeting of the Town Council of Glace Bay on the evening of March 13, the following resolution was unanimously passed:

Whereas the Dominion Coal Company and its employees have been for some months past negotiating for an adjustment of the wages paid by the said company to its employees, but were unable to arrive at a statisfactory settlement;

And whereas, the men applied to the government for the appointment of a Conciliation Board for the purpose of endeavoring to adjust the said difficulty;

And whereas, a Board of Conciliation was duly appointed to consider the question under dispute;

And whereas, all difficulties between the men and the company have been amicably settled.

Therefore resolved that the Town Council of the town of Glace Bay in regular session duly assembled on this date, records its appreciation of the service rendered by said Board of Conciliation, and particularly those of Prof. Shortt, as chairman, in arriving at so successful, amicable and satisfactory settlement of the difficulty, and we further regard with pleasure the tolerance displayed by both the men and the company in enabling the Board to so

expeditiously adjust this difficult question.

Text of Agreement Concluded.

The text of the agreement concluded before the Board is as follows:—In accordance with the award of the Board of Conciliation and Investigation on and after the 16th of March 1908, the following changes became effective in the schedule of rates announced on the 5th of December 1907, as schedule 1, which came into operation on the 6th January, 1908:

No. 1 MINE.	Old Rate	New rate.
Deeps	39.5	41.
Headways	36.3	38.
Levels	36.3	38.
No. 2 MINE.		
Deeps	40.5	41.7
Headways	38.5	39.7
Levels	37.5	38.7
No. 3 MINE.		
Deeps	43.7	44.5
Headways	39.4	40.5
Levels	39.4	40.5
No. 4 WEST		
Deeps	40.5	41.5
Headways	39.4	40.5
Levels	39.4	40.5
No. 4 EAST.		
Deeps	46.	47.
Headways	42.7	45.
Levels	42.7	45.
No. 5 MINE.		
Deeps	39.5	42.
Headways	34.2	38.
Levels	34.2	38.
No. 6 MINE.		
Deeps	49.5	50.5
Headways	47.5	48.5
Levels	46.5	47.5
No. 7 MINE.		
Deeps	39.5	42.
Headways	36.3	38.5
Levels	36.3	38.5
DOMINION No. 9. (5ft. to 5ft. 6in.)		
Deeps	52.5	53.5
Headways	50.5	51.5
Levels	49.5	50.5
(5ft. 7in. to 6ft.)		
Deeps	49.5	50.5
Headways	47.5	48.5
Levels	46.5	47.5
(6ft. 1in. and over)		
Deeps	46.5	47.5
Headways	44.5	45.5
Levels	43.5	44.5

PILLARS.

Collieries Nos. 1, 3, 4 West side and 5 an INCREASE of from 1½ cents to 4½ cents, making rates from 43 cents to 46 cents per ton, varying for each district as shown on the attached plan.

Colliery No. 4 East side, an increase of from 2½ cents to 5½ cents, making the rates for different districts from 45½ cents to 48½ cents per ton as shown on the accompanying plan.

Colliery No. 2 on the PHALEN SEAM an increase of 1½ cents, making rate 43 cents per ton.

Colliery No. 6 on the PHALEN SEAM an increase of 1 cent making rate 46 cents per ton.

Colliery No. 9 on the HARBOR SEAM an increase of 3 cents on coal 5 ft. to 5ft, 6 in. high making rate 49 cents per ton.

An increase of 2 cents on coal 5 ft. 7 in. to 6 ft. high. making rate 47 cents per ton.

An increase of 2 cents on coal 6 ft, 1 in. and over, making rate 46 cents per ton.

RATE OF DAY WAGES.

BOYS, DRIVERS, LANDING TENDERS, &c., are increased TWO PER CENT over the rates that became effective 6th January 1908, but this increase will not in any case be less than 3 cents per day. As an example, men and boys of above classes, who were receiving $1.38 per day previous to 6th January 1908, and got an increase to $1.42 on the 6th January, on and after 16th March receive $1.45.

MINE MECHANICS AND SHIFTMEN now getting $1.50 or over, are increased TWO PER CENT. This increase will not in any case be less than 5 cents per day. As an example, those now receiving $1.70, on and after 16th March, are rated at $1.75.

CONDITIONS OF LABOUR PILLARS.

Clause Nos. 1 and 2 of schedule No. 1 are cancelled, and the following clauses are substituted:—

Clause 1. In pillar work where cross cuts not exceeding twelve feet wide are required and ordered, the miner will be paid the usual allowance.

Clause 2. Where unsafe conditions prevail, owing to the presence of gas preventing the use of explosives, coal in pillars may be required to be wedged down. Miners who do not wish to wedge coal may without violation of any rule of discipline, remain idle or go at other work until conditions are safe for blasting. Where men are employed wedging coal for more than twelve days in one year they will be paid an increase over the regular rate. The extra rate to be paid for wedging coal will be established by agreement between the Company and the men.

NOTE—A new schedule embodying above and showing all rates in effect 16th March, 1908, to 31st December, 1909, will be issued as soon as possible.

(Sgd.)ADAM SHORTT,
Chairman.
" J. DIX FRASER,
" ARTHUR S. KENDALL
Board of Conciliation.

We accept the above award,
Dominion Coal Company Limited.

(Sgd.) G. H. DUGGAN.
2nd Vice-President
" S. B. McNEIL,
G. M. P. W. A.
" JOHN MOFFATT,
G. Sec. P. W. A.
" S. K. NICHOLSON,
" O. W. P. W. A.

II. DIFFERENCES BETWEEN SAILORS OF THE GREAT LAKES AND DOMINION MARINE ASSOCIATION REFERRED UNDER THE ACT.

ON March 6, the Department received an application on behalf of the Lake Seamen's Union for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the Canadian Lake Carriers, through the Dominion Marine Association, and their employees; about 450 men were alleged to be directly concerned in the differences. The causes of difference were declared to be wages and hours. Wages were said to run from $30 to $40 per month, some boats paying a little better than $40 in the fall. The working hours were alleged to be very long, the men in some cases being on deck from 12 to 18 hours without a watch below. The men demanded straight watch and watch, where the same could be granted without danger to the boats. In reply to the application, the Dominion Marine Association held that the Dominion Marine Association was not an employer within the meaning of the Act, and that its Executive Committee held on February 12, by resolution declared the question of an agreement with seamen was one to be left with individual vessel owners. The Minister held that the Dominion Marine Association was to be regarded as an employer for the purposes of the Act, and proceeded with the establishment of a Board. Mr. John A. Flett, Hamilton, Ont., was, on the recommendation of the employees concerned, appointed a member of the Board. The Dominion Marine Association having failed to recommend a person for appointment to the Board, the Minister, on April 1, under section 8, sub-section 2, of the Act, appointed Mr. James Stewart, of Kingston, Ont., a member of the Board, and Messrs. Stewart and Flett having, on the same day, jointly recommended the appointment of Prof. Adam Shortt, of Kingston, Ont., as third member and chairman of the Board, Prof. Shortt was appointed by the Minister. It was understood the Board would meet for the purpose of investigating the dispute early in April.*

* Before the *Labour Gazette* went to press word had been received announcing that the dispute had been arranged.

III. FURTHER DISPUTE IN SILVER MINING DISTRICT OF COBALT, ONT.—APPLICATION FROM EMPLOYEES OF KING EDWARD MINE.

ON March 6, the Department received an application from local Union No. 146 Western Federation of Miners, Cobalt, Ont., for the establishment of a Board of Conciliation and Investigation to which might be referred for adjustment differences between the King Edward Mine and its employees. The number of employees concerned was estimated at 60. The causes of difference were stated to be in the fact that the employees had been paid according to the wages scale adopted by the camp in July, 1907, a copy of which was attached to the application. On Saturday, February 29, all the men were, it is alleged, paid off in full. Some of the men were, it is further alleged, given to understand that on Monday, March 2, they could return to work at a reduction of 25 cents per day. The application was signed by R. F. Radcliffe, Geo. Pacey, Al. Pion, R. S. Anderson, Robert Macdonald, Ivor Y. Smail, Michael Maloney, James Loudon, John Macpherson, Sam Kennedy and James Dogue. Mr. Charles Britton Duke, of Cobalt, was, on the recommendation of the employees, appointed a member of the Board. The constitution of the Board had not been completed at the end of March.

IV. DISPUTES AT TWO SASKATCHEWAN COAL MINES REFERRED UNDER THE ACT.

ON March 16, the Department received applications for the establishment of Boards of Conciliation and Investigation for the adjustment respectively of disputes between the Manitoba and Saskatchewan Coal Company Limited, of Bienfait, Sask., and the employees of the company, as represented by District No. 18 of the United Mine Workers of America; and the Western Dominion Collieries of Taylorton, Sask., and their employees, as represented by District No. 18 of the United Mine Workers of America. The number of employees concerned in the case of the Manitoba & Saskatchewan Coal Company was estimated at 50, and the number of those in the case of the Western Dominion Collieries at 90. The nature and cause of disputes were in each case declared to be a failure to agree upon the hours and conditions of labour and rate of wages. The claims of the men involved full recognition of the United Mine Workers of America, an eight hour working day, and standard wages of District No. 18 as now prevailing in the lignite field of Southern Alberta. Mr. F. H. Sherman was, on the recommendation of the employees respectively concerned, appointed a member of the Board in each case, and Mr. James O. Hannah, of Calgary, Alta., was, on the recommendation of the employing company, appointed in the case of the dispute between the Western Dominion Collieries and their employees. The constitution of the Board had not been completed at the end of the month of March.

V. REFERENCE IN PARLIAMENT.

THE following questions were asked in the House of Commons on March 11, by Dr. Sproule, member for East Grey, concerning proceedings under the Industrial Disputes Investigation Act:—

1.—In what case has Professor Shortt acted as Chairman under the Industrial Disputes Investigation Act?

2.—What amount of money has he received for such services?

3.—What is his per diem allowance?

4.—Is he an employee of the Dominion Government?

The questions were answered as follows by the Honourable Rodolphe Lemieux, Minister of Labour:—

1. (*a*)—Grand Trunk Railway Company and machinists;

(*b*)—Grand Trunk Railway Company of Canada and locomotive engineers;

(*c*)—Canadian Pacific Railway Company of Canada and railway telegraphers;

(*d*)—Grand Trunk Railway Company of Canada and railway telegraphers;

(*e*)—Canadian Northern Railway Company and firemen, enginemen and hostlers;

(*f*)—Grand Trunk Railway Company of Canada and carmen;

(*g*)—McKinley Darragh Mining Company of Cobalt, Ont., and employees;

(*h*)—Dominion Coal Company of Dominion, C. B., and employees.

2.—Fees as chairman, $640; expenses, $248.45.

3.—Twenty dollars per day, as provided by section 51 of the Industrial Disputes Investigation Act.

4.—No.

While the above sums represent the amounts paid Professor Shortt for services and expenses in connection with various boards, there remain yet unpaid a number of accounts relating to recent boards. It should be mentioned also that Prof. Shortt accepted the chairmanship of several of these boards only on the urgent desire either of the parties concerned or of the Minister of Labour, the work imposed on him by successive investigations having proved a serious interference with his normal duties and engagements.

MANITOBA LEGISLATION AFFECTING LABOUR, 1908.

THE first session of the twelfth Legislature of Manitoba was opened on January 2, and was prorogued on February 26. Some 68 Acts were assented to at prorogation. A review of the more important measures of the session, from the standpoint of industry and labour, is given in the following article.

Mechanics' Lien Act.

A number of important amendments were made to the Mechanics' and Wage Earners' Lien Act (1). In connection with the discharge of liens, the definition of the actions which are not to prejudice the right to enforce a lien is made more definite. The taking of a note in this connection is not in any way to waive or satisfy a lien created by the Act (2). It is also provided that a certificate of *lis pendens* may be issued from the court in which the action is brought (3). In several sections having to do with procedure, judges of the county court are expressly authorized to act (4). With regard to the enforcement of mechanics' liens, it was formerly specified that liens created by the Act might be realized by actions in the Court of King's Bench, according to the ordinary procedure of the court. This section now applies only to actions wherein the amount claimed by the lien exceeds the sum of $500. In other cases, action may be taken in the county court of the judicial division in which the property affected by the lien is situated (5). In connection with appeals, it is provided that an appeal from the judgment of a county court judge shall be the same as in ordinary cases in the county court (6). Counsel fees are henceforth not to be deemed disbursements under the Act (7). A section is added having reference to actions brought in the Court of King's Bench or in the County Court at Winnipeg (8).

(1) R. S. M., chap. 110.
(2) Stat. Man., 1908, chap. 26, sec. 1.
(3) Stat. Man., 1908, chap. 28, sec. 2.
(4) Stat. Man., 1908, chap. 28, sec. 3.
(5) Stat. Man., 1908, chap. 28, sec. 4.
(6) Stat. Man., 1908, chap. 28, sec. 8.
(7) Stat. Man., 1908, chap. 28, sec. 9.
(8) Stat. Man., 1908, chap. 28, sec. 12.

Seed Grain.

An Act was passed to enable rural municipalities, in which damage to crops occurred in 1907, to borrow a limited amount of money for the purchase of seed within the next six months. The rate of interest payable is limited to 8 per cent. per annum(9). Moneys lent to any municipality under the Act must not be used for any other purpose than for the purchase of seed grain to be supplied to farmers in the municipality (10). The amount to be loaned to an individual is limited to $250. The municipality is to provide and distribute the seed grain (11). An advance may not be made to a tenant except with the consent of the owner of the land, in which case both tenant and owner must deliver a joint note in favour of the municipality for the amount (12).

Bartenders' Licenses.

Provision was made in an amendment to the Liquor License Act for restricting employment as bartenders to licensees of the government. Hotel keepers are required to employ only licensed bartenders, excepting in case of temporary emergency, when any male person of the full age of 21 years may be employed for not more than five days in any one month. The minimum penalty for violation of this provision is $10; the same penalty is prescribed for persons who act as bartenders without having first obtained a license. Licenses are valid for one year, and are issued on payment of a fee of $5.00. Male persons under 21 years of age, females and persons not of good character, are not eligible for licenses. A licensed bartender selling liquor in contravention of the Act is liable to a maximum penalty of $50, or to imprisonment for one month and cancellation of his license for two years (13).

(9) Stat. Man., 1908, chap. 55, sec. 1.
(10) Stat. Man., 1908, chap. 55, secs. 4 and 5.
(11) Stat. Man., 1908, chap. 55, sec. 7.
(12) Stat. Man., 1908, chap. 55, sec. 8.
(13) Stat. Man., 1908, chap. 26, sec. 21.

Miscellaneous.

A comprehensive Act respecting motor vehicles was passed (14).

A measure to afford further protection from noxious weeds was passed (15).

The sections of the Manitoba Railway Act having reference to by-laws relating to tolls were amended (16).

The Public Schools Act was amended by the addition of sections providing compensation to parents or legal guardians, who have in certain specified cases to provide conveyance for their children to school (17).

Acts amending the Act of 1906 with respect to government Telephone and Telegraph Systems, and establishing a Department of Telephones and Telegraphs, were passed (18).

A Workmen's Compensation Act was introduced but was not passed.

(14) Stat. Man., 1908, chap. 34.
(15) Stat. Man., 1908, chap. 48.
(16) Stat. Man., 1908, chap. 50.
(17) Stat. Man., 1908, chap. 54, sec. 48a.
(18) Stat. Man., 1908, chap. 63 and 64.

BRITISH COLUMBIA LEGISLATION AFFECTING LABOUR, 1908.

THE legislature of British Columbia which assembled on January 19th, 1908, was prorogued during March. Some eighty-nine bills were assented to. Among the number were several of first importance to labour and industry. A review of these is given in the following article:

The Factories Act.

Perhaps the most important act of the session, having a direct bearing on the condition of labour in the province, is an act "for the protection of persons employed in factories". The measure is of a comprehensive nature, and corresponds in a number of points with similar legislation at present in force in the provinces of Nova Scotia, New Brunswick, Quebec, Ontario and Manitoba. Among its more important provisions are the following:—

Child and female labour.—Male children under the age of 14 and female children under the age of 15 are not to be employed in any factory except those engaged in the business of canning fish and fruit packing. Girls under 18, and boys under 16 are not to be employed in factories wherein the work is dangerous or unwholesome. In fish and fruit packing establishments children may be employed only during the time of the several fish runs and during the respective fruit seasons, at which time the ordinary limitations upon hours of labour for these classes are not binding, though in other respects the act is to prevail. The circumstances which are to be regarded as evidence of employment are set forth in detail. With more particular reference to female employment, it is forbidden to employ any young girl of 15 years of age and upwards or under 18 years of age, or any woman, so that the health of the young girl or woman is likely to be permanently injured. Hours of labour for these classes are limited to 8 per day and 48 per week, unless a different apportionment is made for the purpose of giving a shorter working day on Saturdays. An hour must be allowed at noon for meals. Certain exemptions are allowed to the provisions with regard to hours, but only under strict regulation by the lieutenant governor-in-council. Hours of labour in the case of young girls and women are not in any case to be more than nine in any one day, or more than fifty-four in any one week and the exemption must not be extended for a longer period than 36 days a year. In protection of the personal safety of women and girls, provisions forbidding the cleaning of machinery or mill gearing while in motion, etc., are inserted.

Health and safety.—The act contains extensive provisions safeguarding the health and person of employees. The subjects dealt with in this connection include overcrowding, ventilation, prevention of dust, water closets, protection of dangerous places, prevention of fire, fire escapes, notices in cases of accidents and explosions, etc.

Inspection.—The act provides for the appointment of inspectors, both male and female, whose powers and duties under regulations to be issued under the act are defined at length.

Other subjects dealt with in full are the giving of notices, the keeping of registers, general provisions, penalties, prosecutions and forms.

Immigration—The Natal Act.

An act "for the purpose of further regulating immigration into British Columbia", frequently referred to as the "Natal Act," was assented to. The act forbids the immigration into British Columbia of any person who on being asked to do so by the officer appointed under the act, is unable to write out and sign, in the English language or in any language of Europe, any test submitted to him by the officer. Immigrants making their way into the province in contravention of the act may be fined $500, the same to be collected by distress and sale of the goods and chattels of the offender. In default of such distress the offender may be imprisoned for a term not exceeding 12 months, unless he can find two approved sureties, each in the amount of $250, that he will leave the the province within one month. Other disabilities of unauthorized immigrants are as follows: he is not entitled to a license to carry on any trade or calling subject to the legislative authority of the province; to acquire or hold land, or to any of the rights and privileges of a free miner, or to a free miner's certificate, or to exercise the franchise. Any person or corporation assisting an immigrant to contravene the provisions of the act is liable to the same penalties as the immigrant.*

Regulation of Shops.

The Shops Regulations Act of 1900 was amended by the addition of a clause imposing a penalty of not more than $40 or not less than $10 and costs for failure to comply with the provisions of the act having reference to the providing of a sufficient number of clean and well ventilated water closets and urinals, with separate sets, having separate approaches for the use of male and female employees.

The provisions of the act with reference to employment in bake-shops were previously enforceable throughout the province by the superintendent of police. The duties of the superintendent are now limited to portions of the province which are not situated in any municipality.

Master and Servant.

The amendment of the Master and Servant Act passed in 1902, having reference to deductions from the wages of employees for medical attendance, was originally made applicable only to cities and towns of more than 3,000 inhabitants. This limitation is now removed.

Eight-Hour Day in Smelters.

An act was passed in 1907 prohibiting employment in and about any smelter for a longer period than eight hours in any one day. It is now provided that on days when shifts change the men may be employed for whatever longer period may be necessary to make the change.

Protection of Railway Labour—Employment of Aliens Discouraged, and Payment of Fair Wages Encouraged.

An act for the specific purpose of encouraging the employment of white labour in the construction and operation of railways within the province, and of securing the payment of fair wages to the same, was passed in the form of an amendment to the Railway Assessment Act of 1907. Under its terms the lieutenant governor-in-council is empowered to grant to any railway company an exemption from taxation for a period not exceeding ten years from the date of the completion of the railway after January 1 1908, provided, first, that no

(*) This act has been declared *ultra vires* by the British Columbia courts with respect to Japanese and Hindus. See the *Labour Gazette* for March, '08, p. 1163; also statement in present issue under heading "Recent Legal Decisions Affecting Labour."

aliens be employed on the railway during construction (unless it is demonstrated to the satisfaction of the lieutenant governor-in-council that without the employment of such aliens the work cannot be proceeded with) and, second, that the workmen, labourers or servants employed in the construction or operation of the railway are paid such wages as may be currently payable to white workmen engaged in similar occupations in the same district.

Size of Placer Claims.

An act was passed repealing previous enactments with regard to the size of placer claims and re-defining the same as follows;—

In "creek diggings" a claim shall be two hundred and fifty feet long, measured in the direction of the general course of the stream and shall extend in width one thousand feet, measured from the general course of the stream five hundred feet on either side of the centre thereof.

In "bar diggings" a claim shall be:—

(*a*) A piece of land not exceeding two hundred and fifty feet square on any bar which is covered at high water; or

(*b*) A strip of land two hundred and fifty feet long at high water mark, and in width extending from high-water mark to extreme low water-mark.

In "dry diggings" a claim shall be two hundred and fifty feet square.

Taxation of Canneries.

It is henceforth rendered unlawful to carry on a salmon cannery or the business of fish packing in British Columbia without an annual license issued by the commissioner of fisheries. The license fees prescribed are as follows:—

For the operation of one line of a cannery,	$100
For the operation of two lines of a cannery	200
For the operation of three lines of a cannery	300
For the operation of four lines of a cannery	400
For the operation of a fish packing establishment, for each establishment	100

The penalty for operating a cannery or fish packing establishment without having obtained a license is fixed at not less than $400 nor more than $800 for each day during which the establishment is operated, each day or portion of a day to constitute a separate offense.

Miscellaneous.

An act to establish and incorporate a university for the province of British Columbia was passed.

An act was passed permitting of the increase of the capital stock of farmers' institutes with the consent of the lieutenant governor-in-council.

Acts establishing a Department of Lands, a Department of Public Works, and with respect to the public service of the province were passed. The last mentioned measure makes provision for the retirement and superannuation of persons employed in the public service.

The land act was amended and consolidated. Among subjects dealt with in full detail in this act are, the survey, pre-emption and sale of crown lands; free crown lands; timber land; timber licenses; logging licenses; hand loggers' licenses; the cutting of timber; free miners' rights; reserves; royalties on coal, etc., etc.

An act of importance in connection with the immediate development of the northern interior of the province is that ratifying an argeement between the provincial government and the Grand Trunk Pacific Railway Company, and the crown grant made to the company in 1905. The agreement is set forth in full in a schedule to the act.

By an amendment to the Coal Tax Act, the tax on coal is fixed at ten cents per ton on all shipments, except to coke ovens in the province, after July 1, 1908. The tax on coke after July 1, 1908, is to be fifteen cents per ton. The latter tax, however, is not to be paid on coke produced from coal on which a tax has been already paid.

Among measures which were introduced during the session, but which did not become law were the following:—An act to regulate employment in dangerous industries; an act to regulate the procuring or employment of workmen; an act to regulate the hours of labour in marine and shipbuilding works; and an act to amend the hours of labour of telegraphers and signalmen. The report of a special commission appointed to inquire into the irrigation of land in British Columbia was presented to the Legislature during February.

CO-OPERATIVE ARRANGEMENT OF STANLEY MILLS & COMPANY, LTD., AT HAMILTON, ONT.

SOME five years ago the business of Stanley Mills & Company, Limited, operators of a departmental store at Hamilton, Ont., was reorganized and an arrangement adopted whereby the employees of the firm were allowed to acquire a financial interest therein. The business had been carried on for some fifteen years previously, but on the occasion mentioned was considerably enlarged, a limited liability company being formed with a capital stock of $100,000. Under the new arrangement, $25,000 worth of this stock, consisting of 1,000 shares of $25 par value each, was set aside as preferred stock, guaranteed to bear interest at 8 per cent. per annum, and placed wholly at the disposal of the employees.

Savings Department Established.

The number of shares taken by employees was at first small and in order to increase their opportunities for purchasing an employees' savings department was started where sums of 10 cents per week and upwards were received and interest allowed on deposits at the rate of 6 per cent. per annum. Under the plan adopted, as soon as the sum saved in this way amounts to $25 it must remain at that figure, drawing interest at 6 per cent. or it can be exchanged for one share of preferred stock of the company bearing 8 per cent. interest. When a deposit is thus exchanged the employee may open a new account in the savings department. Deposits in that department may be withdrawn, with interest, at any time. It should be added that the company agrees at any time to take back the preferred stock at par of any employee desiring to dispose of his holdings. The feature of the arrangement to which much of its success is attributed is its simplicity and freedom from restrictions.

Some Results.

The arrangement has been in operation for about five years and some 496 shares out of the 1,000 of preferred stock available, have been taken up by the employees. On June 30th, 1903, the number of shares held by employees was 296. Fully one third of the employees are now shareholders in the firm, and the number has never fallen below one quarter. The preferred stockholders have uniformly received the eight per cent. interest guaranteed on their holdings. During the past two years a bonus of two per cent. has been added. The stock in question can be held only by an employee. Many in the service of the company have increased their holdings from one or two shares to ten, fifteen or twenty. Since the system was started only one shareholder has attempted a dishonest act and only one employee, who was a shareholder (with the exception of females who have married) has left the firm to take another position. The business of the firm since the plan was adopted has nearly doubled in volume. The taking of shares is purely voluntary, care being exercised that no partiality is shown to employees who are shareholders. The person who engages or advances employees has no knowledge who are and who are not stockholders, and increases are based solely on efficiency.

Annual Meeting, 1908.

At the annual meeting held recently it was reported that the savings bank department has at present 89 depositors, having $2,600 to their credit. The capital stock of the company, owing to the increase in turn-over above referred to, was increased from $100,000 to $500,000. In speaking of the co-operative arrangement the president of the company said:—"We have found this co-operative scheme to be very satisfactory. It has brought our employees closer to us and has increased their interest in the business, so that not only they but we have benefitted by it".

IMMIGRATION AND COLONIZATION.

Recent Immigration Returns.

IMMIGRATION through ocean ports during February, declared for Canada, was as follows:—

IMMIGRATION RETURNS DURING FEBRUARY, 1908.

	Male.	Female.	Children under 12.	Total.
Immigrants.....	2,163	909	626	3,698
Returned Canadians.....	836	172	59	1,067
Tourists.....	323	19	1	343
Total.....	3,322	1,100	686	5,108

A summary of immigration proper through ocean ports, declared for Canada, from April, 1907, to February, 1908, is as follows:—

IMMIGRATION BY OCEAN PORTS, APRIL, 1907, —FEBRUARY, 1908.

	Male.	Female.	Children under 12.	Total.
April.....	24,972	5,052	4,414	34,438
May.....	24,744	7,153	6,858	38,755
June.....	18,107	7,171	7,041	32,319
July.....	11,841	4,695	4,410	20,946
August.....	8,584	4,431	3,921	16,936
September ..	8,085	4,055	3,064	15,204
October.....	6,939	3,640	3,018	13,597
November...	5,376	2,632	2,101	10,109
December...	3,886	1,284	929	6,099
January.....	1,632	668	505	2,805
February....	2,163	909	626	3,698
Total.....	116,329	41,690	36,887	194,906
Corresponding months of 1906 and 1907.....				141,240
Increase, 1907–08....				53,666
Percentage of increase .				38%

The following is a statement of immigration from the United States from April, 1907, to February, 1908 (eleven months), compared with the corresponding months of 1906 and 1907:—

IMMIGRATION FROM THE UNITED STATES, APRIL–FEBRUARY, 1908–07, 1907–06.

By rail.....	April	9,106	
	May	6,324	
	June	4,702	
	July	4,796	
	August	3,683	
	September	3,412	
	October	4,171	
	November	3,656	
	December	2,572	
	January	2,418	
	February	2,240	
			47,080
By highway, April to Feb....			5,013
Total.....			52,093
Corresponding mos. of 1906–07.....			52,842
Decrease, 1907–08.....			749
Percentage of decrease.....			1%

The total immigration to Canada from April, 1907, to February. 1908 (eleven months), compared with corresponding months of 1906–07, was as follows:—

TOTAL IMMIGRATION TO CANADA, APRIL-FEBRUARY, 1907–08, 1906–07.

1907–08.		
Via ocean ports.....	194,906	
From the United States.....	52,093	246,999
1906–07.		
Via ocean ports.....	141,240	
From the United States.....	52,842	194,082
Increase 1907–08.....		52,917
Percentage of increase.....		37%
Percentage of increase via ocean ports.		38%
Percentage of decrease from the U. S...		1%

British Emigration Returns.

During the month ended January 31 1908, the number of passengers eaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JANUARY, 1908-07.

Nationality.	1908	1907
English	1,042	2,099
Welsh	31	(*)
Scotch	210	740
Irish	61	144
British Colonial	106	(*)
Total of British origin,	1,450	2,983
Foreign,	506	1,299
Total	1,956	4,282

Homestead Entries During February, 1908.

The following statement shows the number of homestead entries made in February, 1908, compared with February, 1907:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF FEBRUARY 1908, AS COMPARED WITH FEBRUARY, 1907:

Agency.	1908	1907	Increase	Decrease
Battleford	105	104	1	.....
Brandon	.....	4	.....	4
Calgary	72	54	18	.....
Dauphin	35	26	9	.....
Edmonton	264	206	58	.....
Estevan	23	53	.....	30
Humboldt	102	109	.....	7
Kamloops	14	2	12	.....
Lethbridge	164	73	91	.....
Moose Jaw	193	.....	193	.....
New Westminster	2	.....	2	.....
Prince Albert	88	42	46	.....
Regina	94	195	.....	101
Red Deer	95	69	26	.....
Winnipeg	56	37	19	.....
Yorkton	113	59	54	...
Total	1,420	1,033	529	142

It will be seen that there has been a net increase in the number of homestead entries made in February, 1908, of 387.

A statement of the homestead entries during the first two months of the calendar year 1908, compared with the corresponding months of the calendar year 1907, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES DURING JANUARY AND FEBRUARY, 1908 and 1907, RESPECTIVELY.

Month.	1908	1907	Increase
January	1,453	1,111	342
February	1,420	1,033	387
Total	2,873	2,144	729

It will be observed that there has been a net increase of 729 in the number of homestead entries made during January and February, 1908, compared with the same months of 1907.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of February, 1908, were as follows:

NATIONALITIES OF HOMESTEADERS IN FEBRUARY, 1908.

Nationalities.	No. of Entries.
Candians from Ontario	135
" " Quebec	22
" " Nova Scotia	10
" " New Brunswick	8
" " Prince Edward Island	5
" " Manitoba	42
" " Saskatchewan	45
" " Alberta	30
" " British Columbia	6
Persons who had previous entry	170
Newfoundlanders	.....
Canadians returned from the United States	21
American	326
English	236
Scotch	51
Irish	17
French	11
Belgians	9
Swiss	2
Italians	7
Roumanians	4
Syrians	.....
Germans	37
Austro-Hungarians	138
Hollanders	4
Danes (other than Icelanders)	2
Icelanders	5
Swedes	29
Norwegians	19
Russians (other than Mennonites and Doukobors)	27
Mennonites	1
Doukhobors	.....
Chinese	.....
Japanese	1
Persians	.....
Australians	.....
New Zealanders	.....
Total	1,420

Representing 3,387 souls.

Of a total of 347 entries made in February, 1908, by persons coming from the United States, there were 120 from North Dakota, 52 from Minnesota and 22 from Wisconsin.

Lands Patented in February, 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during February, 1908, is as follows:—

LANDS PATENTED DURING FEBRUARY, 1908.

Nature of Grant.	February, 1908	
	No. of Patents.	No. of Acres.
Alberta Ry. and Irrigation Co's sales	4	1,280.00
British Columbia Homesteads	5	719.15
British Columbia sales	6	342.25
Coal lands sales	1	80.00
Commutation grants	1	11.50
Homesteads	999	158,302.58
License of Occupation	4	.....
Manitoba Act grants	1	51.45
Mineral rights (360.40 acres)	2	.....
Northwest Halfbreed grants	20	3,488.23
Parish sales	1	158.00
Quit claim special grants (160 acres)	1	.....
Railways:		
Calgary and Edmonton Ry	3	16.13
Canadian Northern Ry	351	626,810.97
Can. Pac. Ry. grants	2	1,434.00
Can. Pac. Ry. roadbed and station grounds	2	27.25
Manitoba and South Eastern Ry	143	199,254.48
Manitoba South Western Col. Ry	35	8,690.78
Sales	51	3,533.40
School Lands sales	5	364.50
Special grants	20	503.06
Yukon Territory sales	4	.....
Totals	1.661	1,005,067.73

In February, 1907, the number of patents issued was 1,602, covering an area of 263,469.72 acres, showing an increase for the month of February, 1908, of 59 in the number of patents issued, and of 741,598.01 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the month of February, 1908, compared with the sales of February, 1907, and for the year 1908 to February 29th, compared with the corresponding period of a year ago.

LAND SALES OF CANADA NORTHWEST LAND COMPANY.

	Acres.	Price obtained.
February, 1908	255.20	$ 2,519.84
" 1907	725.77	9,267.44
Decrease, 1908	470.57	$ 5,714.78
From Jan. 1 to Feb. 29, 1908	1,169.97	$15,027.54
" " 28, 1907	1,809.90	20,742.32
Decrease, 1908	639.93	$ 5,714.78

Notes.

An order-in-council was passed on March 27th, extending the time during which the regulations adopted in January last, having reference to funds to be in the possession of an immigrant when landing in Canada shall apply. The force of the extension will be seen from the text of the order-in-council, which is as follows*:—

The Administrator-in-Council is pleased to order and it is hereby ordered that the Order-in-Council of the 8th of January, 1908, which provides that in accordance with section 20 of the Immigration Act, Chapter 93, Revised Statutes of Canada, 1906, the Immigration Agent at any port shall require every immigrant, male or female, eighteen years of age or over, arriving before February fifteenth, 1908, to have in his or her possession money to the minimum amount of fifty dollars, or if arriving after February fifteenth and before April first, a minimum amount of twenty-five dollars, in addition to a ticket to his or her destination in Canada, unless satisfactory evidence is furnished that the immigrant is going to some definite employment or to relatives or friends already settled in Canada, who will take care of such immigrant, do continue in force until the thirty-first day of December, 1908, in so far as the provision for a minimum amount of twenty-five dollars is concerned.

A further order-in-council was passed on March 27th, 1908, having reference to the prohibition of immigrants unless coming from the country of birth or citizenship.**

(*) A reference to the original order-in-council on the subject was published in the January, 1908, issue of the *Labour Gazette*, at page 741.

(**) A previous order-in-council on this subject passed in January, 1908, was declared ultra vires by the courts. See the *Labour Gazette* for February, 1908, page 1001. See also under heading "Recent legal decisions affecting labour" elsewhere in the present issue.

ORIENTAL IMMIGRATION—MISSION OF DEPUTY MINISTER OF LABOUR TO ENGLAND—ENQUIRY INTO CHINESE LOSSES AT VANCOUVER, B.C.

DURING the month of March Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, was despatched by the government of Canada to Great Britain for the purpose of conferring with various departments of the British government on the subject of the immigration of East Indians to Canada. The terms of the report of the Committee of the Privy Council, under which Mr. King's mission was undertaken, as approved by His Excellency the Governor-General on March 2, 1908, was as follows:—

On a Memorandum, dated 2nd March, 1908, from the Right Honourable Sir Wilfrid Laurier, representing that notwithstanding the regulations for the restriction of immigration from the Orient certain classes of immigrants, in particular British East Indians, are being induced to come to Canada under circumstances which may necessitate a refusal of their admission to our shores;

That experience has shown that immigrants of this class, having been accustomed to the conditions of a tropical climate, are wholly unsuited to this country, and that their inability to readily adapt themselves to surroundings so entirely different inevitably brings upon them much suffering and privation, also, that were such immigration allowed to reach any considerable dimension, it would result in a serious disturbance to industrial and economic conditions in portions of the Dominion, and especially in the Province of British Columbia;

That an effective restriction of immigration from India is desirable therefore, not less in the interest of the East Indians themselves, than in the interest of the Canadian people;

That moreover, the whole subject of oriental immigration is one of first concern to Canada, and affecting as it does, the relations of the Dominion with foreign powers, and the relations of our people with fellow British subjects in India, involves considerations of the highest importance, not only to Canada, but to the British Empire as a whole;

That it is desirable that on this important question there should be as complete an interchange of views between the authorities of Great Britain and Canada as may be possible, and that in reference to it there should be a complete understanding between the Governments of the two countries.

Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, has recently made full enquiry under Royal Commission into the causes by which Oriental labourers have been induced to come to Canada, and as he is familiar with the subject in its many bearings Sir Wilfrid Laurier is of the opinion that by sending him to England to confer with the authorities of the Colonial and India Offices, and such other Departments of the British Government as may be desirable, a more complete and satisfactory understanding of the situation may be reached than would be possible by the necessary limitations of official correspondence.

Sir Wilfrid Laurier, therefore, recommends that Mr. King be commissioned to confer with the British authorities on the subject of immigration from the Orient and the immigration from India in particular and that for that purpose he proceed to England immediately; also that upon his return to Canada Mr. King report to the Governor General-in-Council the result of his conference with the British authorities.

The committee submit the same for approval.

Mr. King left Ottawa for England on March 5th, and it was understood at the end of March that satisfactory progress in the negotiations had been achieved.

Chinese Losses at Vancouver.

On March 7th, Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, was appointed a Commissioner under The Enquiries Act, chapter 104, R. S. C., 1906, to enquire into the losses sustained by the Chinese population in the city of Vancouver, in the province of British Columbia, on the occasion of the riots in that city in the month of September, 1907.

BRITISH WELCOME LEAGUE—FIRST ANNUAL REPORT.

THE first annual report of the British Welcome League*, of Toronto, Ont., for the year ended February 29th, 1908, was presented on March 24th, 1908. The League was established in March, 1907, and began work about May 1st, its object being to welcome new comers from the British Isles, irrespective of nationality or religion, and to render them, if need be, temporary accommodation and other help and advice. The following is a synopsis of the work done up to December 31st, 1907.

Number of immigrants dealt with	6,000
Placed in situations	4,000
Beds given (free)	10,000
Meals provided (free)	20,000
Men and women signed the temperance pledge at Sunday evening Gospel Temperance Services	1,450

Other work done by the League included the holding of semi-weekly social gatherings, men's Bible classes and other religious services on Sundays. During the severe weather in January and February, relief was given to about 5,000 needy people. The treasurer's statement showed total receipts of $5,359, of which $2,873.36 was derived from subscriptions, and $1,000 by grant from the Ontario government. Payments totalled $4,097.71.

(*) For statement with regard to the organization of the League, see *Labour Gazette* for May, 1907, page 1274. See also the *Labour Gazette* for December, 1907, page 629.

THE WOMENS' WELCOME HOSTEL, TORONTO, ONT.

IN May, 1903, at a meeting of the National Council of Women, held in Toronto, it was decided to form an immigration committee to work in conjunction with the British Women's Emigration Association, for the purpose of securing lodgings and obtaining situations for women and girls coming to this country, especially in the case of domestic servants of which the need for some time past has been pressing throughout Canada. It was decided to secure a suitable house in which to receive women immigrants on arrival, a grant of $1,000 having been obtained from the legislature of Ontario for its maintenance.

Objects of the Hostel.

The hostel was formally incorporated on January 12th, 1906, on which occasion a constitution and by-laws were adopted. The objects of the hostel were defined in the constitution as follows:—

The objects of the Women's Welcome Hostel is the establishment of a Receiving Home or Hostel in the city of Toronto under a Board of Trustees, in which to receive working women of ascertained worthiness, who come to Canada under the auspices of such respectable Emigration Societies as will ascertain and approve of the health, character, capabilities and fitness of the women and girls so sent to Canada, and assist them according to the following plan, that is to say: to provide lodging and board of a more or less temporary character at a minimum cost, to afford them opportunities of obtaining suitable employment, and to enable employers to secure domestic or other help on the payment of a fixed fee, said fee to be devoted to the working expenses, or to further other branches of the work.

The fundamental principles of the Society are to bring worthy working women into contact with worthy employers, and thus, while working out their mutual benefit, to extend to the Motherland and other countries the advantages of Canada, and especially the Province of Ontario, as an excellent field of emigration, and thus thoroughly reach broad patriotic and nationalizing consequences.

The Hostel is to be conducted on purely philanthropic principles, and not for the purpose of profit or gain.

Other provisions of the constitution relate to officers, annual meetings, members, special meetings, rules of order, etc.

Working Methods.

The house contains eight bedrooms, and is furnished to accommodate 26 permanently or 36 temporarily. A reduction of five per cent. on purchases is allowed by provision merchants. The food provided is plain, but well cooked and nourishing. Free board and lodging is given for *bona fide* immigrants for 24 hours, or if arriving on Saturday night, for 36 hours. No charge is made to the maids, nor are employers asked for a subscription unless they are supplied with a maid. Those who remain longer than the period above stated pay at the rate of 50 cents a day, or from $2.75 to $3.00 a week. An endeavour has been made to distribute the maids as widely as possible throughout the province. During the winter months, when arrivals have temporarily ceased, boarders are accommodated at from $5.00 to $6.00 a week. The establishment is under strict medical supervision.

Number of Immigrants Received.

The hostel was first opened on September 1st, 1905, and some 90 adults and 12 children were received up to the close of the year. All were placed in positions. In 1906, 550 immigrants, of which 410 were domestics, were received. The secretary of the hostel was furnished during 1906 with free transportation to Great Britain by the Ontario and Dominion governments, in the interest of the emigration to Ontario of women for domestic service. During 1907, 642 immigrants were received and distributed, of which 402 were domestics, 97 children and 32 industrial workers.

A grant of $1,000 was made by the Dominion government to the hostel during 1907, and was expended on repairs to the house, additions to the furniture, etc.

The medical officer of the hostel made 58 inspections during 1907.

The total expenditures of the hostel during the year were $3,363.14.

BONUS TO EMPLOYEES AT MERRITON, ONT.

AT the annual meeting of the Lincoln Paper Mills Company, Limited, of Merritton, Ont., held during February, a bonus or gratuity was voted to the employees of the company amounting to six per cent. of their wages.

The gratuity was awarded as a tangible expression of appreciation on the part of the company of the faithful services of its employees, the directors reporting that the greatest amity and good feeling prevails in every department of the company's mills.

The practice was first introduced by the company at the beginning of the present decade, and has been continued each year since.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING MARCH, 1908.

The following is a list of contracts awarded by the Department of Public Works and the Department of Railways and Canals, which have received the signatures of both parties together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

EXTENSION to wharf at Chicoutimi, Que.; name of contractor, Thaddée Desbiens, Chicoutimi, Que.; date of contract, January 27, 1908,* $52,500.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages Not less than:
Foreman carpenter	$2.25 per day of 10 hours.
Carpenters	1.75 " 10 "
Engineman for pile driver	2.00 " 10 "
Blacksmiths	1.75 " 10 "
" helpers	1.25 " 10 "
Labourers	1.35 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon.	3.00 " 10 "

Extension to harbour commissioners' wharf at New Glasgow, N. S.; name of contractor, J. W. Dodson, Sydney, N. S.; date of contract, March 12, 1908; amount of contract, $3,990.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages Not less than:
Foreman	$3.00 per day of 10 hours.
Carpenters	2.25 " 10 "
Blacksmiths	2.25 " 10 "
" helpers	1.40 " 10 "
Labourers	1.40 " 10 "
Driver, 1 horse and cart	2.75 " 10 "
Driver, 2 horses and wagon.	4.00 " 10 "

*This contract was accepted by the Department on or bout March 20, 1908, although signed by the contractors on January 27, 1908.

Breakwater at Scotch Cove, White Point, N. S.; name of contractors, Reid and Archibald, Halifax, N. S.; date of contract, March 19, 1908; amount of contract, $28,935.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages Not less than:
Foreman carpenter	$2.25 per day of 10 hours.
Carpenters	1.75 " 10 "
Blacksmiths	2.00 " 10 "
" helpers	1.25 " 10 "
Labourers	1.35 " 10 "
Driver, 1 horse and cart	2.25 " 10 "
Driver, 2 horses and wagon.	3.50 " 10 "

Public wharf at Port Royal, N. S.; name of contractor, T. D. Morrison, D'Escousse, N. S.; date of contract, March 23, 1908; amount of contract, $4,775.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of wages. Not less than:
Foreman carpenter	$2.25 per day of 10 hours.
Carpenters	1.75 " 10 "
Blacksmiths	1.75 " 10 "
" helpers	1.25 " 10 "
Labourers	1.25 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon.	3.00 " 10 "

Department of Railways and Canals.

Cutting of checks in lock masonry to install Manny's lock gate protection beams, Lachine Canal. Date of contract, February 1st, 1908; amount of contract, $2,490.00. Contractor, J. Bte. Devost, Montreal, Que.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages. Not less than:
Common labourers	$0.17½ per hr. 9 hrs. p. day.
Stonecutters	0.40 " 8 "
Blacksmiths	2.25 p. day 10 "
Masons	0.40 per hr. 9 "
Carpenters	0.28 " 9 "
Drillers	0.22½ " 9 "
Engine drivers	3.00 p. day 9 "
Engine fireman	1.75 " 9 "
Driver, 1 horse and cart	2.50 " 10 "
Driver, 2 horses and wagon.	4.00 " 10 "

Construction of section No. 2, Holland River Division, Trent Canal; date of contract, February 12th, 1908; amount of contract, schedule rates; contractor, John Riley, St. Catharines, Ont.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages. Not less than:
Foreman labourers	$2.25 per day of 10 hours.
Labourers	1.75 " 10 "
Foreman carpenters	2.50 " 10 "
Carpenters	2.00 " 10 "
Stonecutters	3.00 " 10 "
Masons	3.00 " 10 "
Machinists	2.25 " 10 "
Blacksmiths	2.00 " 10 "
Team, wagon and teamster	3.50 " 10 "
Horse, cart and driver	2.25 " 10 "
Steam shovel engineer	100.00 per month and brd
" craneman	75.00 " "
" fireman	40.00 " "

From Bolton Line to Mansonville, 7.54 miles; date of subsidy agreement, February 1st, 1908; amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile. Railway Company, Orford Mountain Railway Company.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages. Not less than
Common labourers	$1.25 per day of 10 hours.
Carpenters	1.75 " 10 "
Choppers	1.40 " 10 "
Bricklayers	3.50 " 10 "
Masons	3.50 " 10 "
Stonecutters	3.00 " 10 "
Blacksmiths	2.00 " 10 "
Machinists	2.00 " 10 "
Steam shovel engineer	2.50 " 10 "
" craneman	3.00 " 10 "
" fireman	1.50 " 10 "
Steam derrick engineer	2.50 " 10 "
Locomotive engineer	3.00 " 10 "
" fireman	1.75 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon.	3.00 " 10 "
Quarrymen	1.50 " 10 "
Steam drillers	1.75 " 10 "
Blasters	1.75 " 10 "
Tracklayers	1.35 " 10 "

Erection of passenger station, etc., at Ceder Hall, Que.; date of contract, February, 13, 1908; amount of contract, $4,800.00; contractors, Joseph Goulett and John H. Goulett, of Charlo, N. B.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages. Not less than.
Bricklayers	$3.00 per day of 10 hours
Masons	2.50 " 10 "
Plasterers	2.25 " 10 "
Carpenters	1.75 " 10 "
Painters	1.75 " 10 "
Roofers	1.75 " 10 "
Plumbers	2.00 " 10 "
Builders' labourers	1.50 " 10 "
Common labourers	1.25 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon.	3.00 " 10 "

Construction of Rosedale section, Trent Canal; date of contract, February 24th, 1908; amount of contract, schedule rates; contractors, The Randolph MacDonald Company, Limited, of Toronto, Ont.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages. Not less than:
Foreman for labourers	$ 2.50 p. dy. of 10 hours.
Labourers	1.75 " 10 "
Carpenters	2.25 " 10 "
Stonecutters	4.00 " 10 "
Masons	4.00 " 10 "
Blacksmiths	2.00 " 10 "
" helpers	1.75 " 10 "
Team, wagon and teamster	3.50 " 10 "
Horse, cart and driver	2.50 " 10 "
Dredge engineer	100.00 per m. and brd. 12 hrs. per day.
" craneman	70.00 " "
" fireman	40.00 " "
" deckhands	35.00 " "
" cook (female)	30.00 " "
" watchman	40.00 " "
Scowmen	40.00 " "
Tug captain	60.00 " "
Tug engineer	60.00 " "
Tug fireman	35.00 " "
Tug deckhands	35.00 " "
Drill-boat foreman	3.00 p. dy of 10 hours.
" drillers	2.00 " 10 "
" " helpers	1.50 " 12 "
Steam shovel runner	100.00p. m. 12 hrs. p. dy.
" craneman	70.00 " 12 "
" fireman	35.00 " 12 "
" watchman	35.00 " 12 "

Installation of a hot water heating and plumbing system in Rimouski station, Quebec, Intercolonial Railway; date of

contract, February 1st, 1908; amount of contract, $1,125.00; contractor, Leon Letellier, Fraserville, Que.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages. Not less than:
Plumbers	$2.00 per day of 10 hours.
Pipe-fitters	2.00 " 10 "
Carpenters	1.75 " 10 "
Labourers	1.25 " 10 "

Construction of section No. 1, Ontario-Rice Lake division, Trent Canal; date of contract, March 10, 1908; amount of contract, schedule rates; contractors, Larkin & Sangster, of St. Catharines, Ont.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages :
Foreman for labourers	$ 2.50 per dy. of 10 hrs.
Labourers	1.75 " 10 "
Carpenters	2.25 " 10 "
Stonecutters	4.00 " 10 "
Masons	4.00 " 10 "
Blacksmiths	2.00 " 10 "
" helpers	1.75 " 10 "
Team, wagon & teamster	3.50 " 10 "
Horse, cart and driver	2.50 " 10 "
Dredge engineer	100.00 per month and brd.
	12 hrs. per dy.
" craneman	70.00 12 "
" fireman	40.00 12 "
" deckhands	35.00 12 "
" cook (female)	30.00 12 "
" watchman	40.00 12 "
Scowmen	40.00 12 "
Tug captain	60.00 12 "
Tug engineer	60.00 12 "
Tug fireman	35.00 12 "
Tug deckhands	35.00 12 "
Drill-boat foreman	3.00 per dy. of 10 hrs.
" drillers	2.00 " 10 "
" " helpers	1.50 " 10 "
Steam shovel runner	100.00 p. m. 12 hrs p. dy.
" craneman	70.00 " 12 "
" fireman	35.00 " 12 "
" watchman	35.00 " 12 "

Enlargement of brick engine house at Newcastle, N. B.; date of contract, March 5th, 1908; amount of contract, $22,790.00; contractors, Rhodes, Curry & Co., Ltd., of Amherst. N. S.

FAIR WAGES SCHEDULE.

Class of Labour	Rate of wages. Not less than:
Masons	$2.50 per day of 10 hours.
Carpenters	1.75 " 10 "
Common labourers	1.25 " 10 "
Roofers (gravel)	1.75 " 10 "
Watchman	1.25 " 10 "
Concrete men	1.50 " 10 "
Bricklayers	3.00 " 10 "
Builders' labourers	1.50 " 10 "
Plumbers	2.00 " 10 "
Painters	1.75 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon.	3.00 " 10 "

Erection of station, freight shed and platforms at Ste. Monique, Que.; date of contract, March 9th, 1908; amount of contract, $3,296.45; contractors, Cloutier & Gaudreau, of L'Islet, in the County of L'Islet, Que.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages. Not less than:
Foreman carpenter	$2.50 per day of 10 hours.
Carpenters	2.00 " 10 "
Masons	2.50 " 10 "
Bricklayers	3.00 " 10 "
Painters	2.00 " 10 "
Tinsmiths	2.00 " 10 "
Builders' labourers	1.50 " 10 "

Electric wiring of passenger station, etc., at Bathurst, N. B.; date of contract, March 17th, 1908; amount of contract, $443.00; contractors, William A. Skidd & John M. Skidd, of Chatham, N. B.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages. Not less than:
Foreman wireman	$2.25 per day of 10 hours.
Linemen	1.75 " 10 "
Carpenters	1.75 " 10 "
Pipefitters	2.00 " 10 "

Construction of block of cribwork at Mulgrave, N. S.; date of contract, March 25th, 1908; amount of contract, $13,995.00; contractor, William J. Landry, of Antigonish, N. S.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages. Not less than:
Stationary engineer	$1.75 per day of 9 hours.
Blacksmiths	1.75 " 9 "
Craneman	2.00 " 9 "
Labourers	1.35 " 9 "
Watchman	1.25 " 9 "
Boatmen	1.50 " 9 "
Scowmen	1.35 " 9 "
Carpenters	1.75 " 9 "
Driver, 1 horse and cart	2.00 " 9 "
Driver, 2 horses and wagon.	3.00 " 9 "

Erection of brick oil house, etc., at Ste. Flavie, Que.; date of contract, March 25th, 1908; amount of contract, schedule rates; contractor, Zenon Ouellet, of Bic, County of Rimouski, Que.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages. Not less than:
Driver, 1 horse and cart	$2.00 per day of 10 hours'
Driver, 2 horses and wagon.	3.00 " 10 "
Carpenters	1.75 " 10 "
Common labourers	1.35 " 10 "
Bricklayers	3.00 " 10 "
Plumbers	2.00 " 10 "

Erection of machine shop and boiler house and a brick chimney at Rivière du Loup, Que.; date of contract, March 24th, 1908; amount of contract, $89,874.00; contractors, Dube & Dumont, of Rivière du Loup, Que.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages. Not less than:
Masons	$2.50 per day of 10 hours.
Stonecutters	3.00 " 10 "
Painters & glaziers	1.75 " 10 "
Roofers	2.00 " 10 "
Blacksmiths	1.75 " 10 "
Plumbers & steamfitters	2.00 " 10 "
Sheet metal workers	2.00 " 10 "
Stationary engine engineer.	2.00 " 10 "
" " fireman	1.50 " 10 "
Concrete men	1.50 " 10 "
Bricklayers	3.00 " 10 "
Carpenters	1.75 " 10 "
Structural steel workers	2.25 " 10 "
Riveters	2.25 " 10 "
Builders' labourers	1.50 " 10 "
Common labourers	1.35 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon	3.00 " 10 "

Post Office Department.

The following orders for supplies were given, subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	$ 624.99
Making and repairing rubber dating stamps and type; also other stamps	29.48
Supplying stamping material and wooden boxes, and repairing stamping pads	498.76
Making post office scales	15.00
Supplying mail bags	3,915.67
Repairing mail bags	1,271.47
Making and repairing mail locks, and supplying mail bag fittings	2,539.60
Supplying railway mail clerks tin travelling boxes and repairing portable letter boxes, railway mail clerks' tin travelling boxes and parcel receptacles	125.2
Making and repairing miscellaneous articles of postal stores	24.20
Making up and supplying articles of official uniform	676.50

INDUSTRIAL ACCIDENTS DURING THE MONTH OF MARCH, 1908.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The Department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories inspectors of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement or returns of accidents reported to them.

INDUSTRIAL accidents occurring to 265 individual workpeople in Canada during the month of March, 1908, were reported to the Department of Labour. Of these, 87 were fatal and 178 resulted in serious injuries. In addition, 4 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before March 1, 1908. The number of fatal accidents reported in March, 1908, was 1 less than the previous month and 9 more than in March, 1907.

Of 151 returns received during the month giving the ages of the victims of industrial accidents, 17 referred to persons under twenty-one years of age, 37 to persons between twenty-one and forty-five; 3 to persons over forty-five; 94 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING MARCH, 1908, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed	Injured	Total
Agriculture	16	20	36
Fishing and hunting	4	.....	4
Lumbering	7	4	11
Mining	15	15	30
Building trades	2	6	8
Metal trades	4	34	38
Woodworking trades	1	19	20
Printing trades	.....	1	1
Clothing trades	.....	3	3
Textile trades	.....	6	6
Food and tobacco preparation	1	5	6
Leather trades	.....	2	2
Railway service	26	23	49
Navigation	3	6	9
General Transport	1	7	8
Civic employees	1	2	3
Miscellaneous	1	13	14
Unskilled labour	5	12	17
Total	87	178	265

Nature of Fatalities and Accidents.

The chief disasters of the month were, the killing of four railway construction hands and the seriously injuring of three others in a dynamite explosion near Kalamar, Ont.; the death of three workmen in a dynamite explosion near Hawk, Ont.; the killing of three sectionmen in a collision at Kaladar, Ont.; explosions at Hedley, B. C., at Atlin, B. C., and north of Dryden, Ont., causing in each case the death of two workmen; the drowning of two fishermen off the coast of Nova Scotia, and the death by exhaustion and exposure of two others off the Magdalen Islands, Que.

Explosion Near Kalamar, Ont.

On the evening of March 7th, an explosion of dynamite occurred at Gordon Bros.' camp on the Grand Trunk Pacific line north of Kalamar, Ont., killing a foreman and three workmen, and seriously injuring three others.

Explosion Near Hawk, Ont.

On March 19th, three workmen were engaged in thawing out dynamite at Thompson and Egan's railway construction camp near Hawk, Ont., when an explosion occurred and the three were instantly killed.

Railway Accident Near Kaladar, Ont.

On March 18th, three sectionmen were riding on a hand-car, when they were run down by a light engine and all three killed.

Mining Disaster at Hedley, B. C.

At Hedley, B. C., on March 18th, two experienced miners at the Nickel Plate mine drilled into a hole containing several sticks of dynamite, and were instantly killed by the explosion which followed.

Mining Disaster at Spruce Creek, Atlin District, B. C.

On the evening of March 25th, two miners, while engaged in drifting ope-ra-

tions on a bench claim at Spruce Creek, Atlin district, B. C., were instantly killed by a heavy cave-in of rock and earth.

Explosion Near Dryden, Ont.

In a dynamite explosion which occurred on March 25th, at Macdougall's railway construction camp No. 2, north of Dryden, Ont., two workmen were instantly killed and another dangerously wounded.

Drowning Accident off Yarmouth, N. S.

On Sunday, March 22nd, a dory containing two fishermen was swamped, and both drowned.

Death from Exposure at the Magdalen Islands, Que.

Two fishermen (father and son) while seal hunting on the ice off the Magdalen Islands, drifted out to sea on a floe. They were rescued by a searching party on the morning of March 27th, but died from the results of their exposure soon after being taken ashore.

Record by Industries and Trades.

Agriculture.—In this industry, 16 lives were lost by accidents and 20 workmen received serious injuries during March, 1908, compared with 11 killed and 15 injured in the preceding month, and 21 killed and 20 injured in March, 1907. Three of the fatalities were due to falling material, three to live stock, 2 to runaways, 2 to being run over, 2 to machinery, and 1 each to being struck by cars, to an explosion, to a fall and to being frozen to death. Of the serious accidents, 4 were due to machinery, 3 each to being run over by vehicles, to live stock and to falls, 2 each to explosions and runaways, and 1 each to flying material, to tools and to exposure.

Fishing and hunting.—There were 4 fatalities in this group, 2 being caused by drowning and 2 by exposure. In February there were 2 fatalities and 1 accident, and in March, 1907, none.

Lumbering.—Seven workers were killed and 4 injured during March, compared with 6 killed and 17 injured in the previous month and 10 killed and 11 injured in March, 1907. Four of the deaths were due to falling material and 1 each to tools, to machinery and to being run over. Two of the injuries were due to machinery and 1 each to flying material and to falling material.

Mining.—During March, 4 mine workers were killed in accidents and 34 were injured. In February the record was 17 killed and 19 injured, and in March, 1907, 6 killed and 10 injured. Seven of the fatalities were caused by explosions of dynamite, 4 by falling material and 2 each by falls and being run over by vehicles. Eight workmen were injured by explosions, 3 by being struck by cars, and 1 each by being crushed between cars, by falling material, by a fall and by molten metal.

Building trades.—There were 2 deaths by accident and 6 minor accidents during March. In the preceding month there was 1 minor accident, and in March, 1907, 1 was killed and 7 injured. One of the fatalities was due to a fall from a building and 1 to being struck by a train. Four of the other accidents were due to falls and 1 each to a fall from a building and to an explosion of gasoline.

Metal trades.—The record in these trades during March, 1908, was 4 killed and 34 injured, as against 4 killed and 37 injured in February last, and 9 killed and 41 injured in March a year ago. Two of the deaths were caused by falls and 1 each by electric shock and by falling material. Twelve of the minor injuries were caused by machinery, 9 by falls, 6 by falling material, 2 each by electric shock and by molten metal, and 1 each by tools, by being run over and by flying material.

Woodworking trades.—One workman was killed and 19 injured, compared with 1 killed and 6 injured in February, and 8 injured in March, 1907. A carriage worker at Ottawa injured his hand severely and died from an operation thereon. Fourteen of the other accidents were due to machinery, 2 to falling material and 1 each to an elevator, to an explosion and to flying material.

DEPARTMENT OF LABOUR, CANADA
STATISTICAL TABLE SERIES F., No. 53.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MARCH, 1908.

Trade or Industry.	Locality.	Date.	No. killed	Cause of Fatality.
Agriculture.—				
Farmer	Yorkton, Sask	Mch. 9	1	Frozen to death.
"	Smith's Falls, Ont	" 11	1	In a runaway.
"	Whonnock, B. C	" 4	1	Struck by a train.
"	Burgess Tp. Ont	" 11	1	Run over by a load of oats.
"	Sarnia Tp., Ont	" 12	1	Boiler exploded.
"	Ronmay Tp., Ont	" 13	1	Fell out of a tree.
"	Gloucester Tp., Ont	" 16	1	Cave in of gravel pit.
"	Magog, Que	" 16	1	Kicked by a horse.
	Gimli, Man	" 16	1	Pile of cordwood fell on him
"	St. Arsène, Que	" 18	1	Fell on circular saw.
"	Markham, Ont	" 22	1	Tree fell on him.
"	Grenadier Island, Ont	" 24	1	Engine fly wheel burst.
"	Dartfow, Ont	" 25	1	Gored by a bull.
"	Percy Tp., Que	" 24	1	Gored by a bull.
"	Peterborough, Ont	" 21	1	Run over by train.
Farmer's wife	Westbourne, Man	" 22	1	In a runawav
Fishing and hunting.—				
Fishermen	Off Yarmouth, N. S	" 22	2	Drowned, dory swamped.
"	Magdalen Islands, Que	" 25	2	Died from exhaustion on ice floes.
Lumbering.—				
Logger	Amherst, N. S	" 2	1	Tripped and fell on knife.
"	Tilsonburg, Ont	" 11	1	Tree fell on him.
"	Toba Inlet, B. C	" 5	1	Tree fell on him.
"	Near Roberval, Que	" 14	1	Logs rolled on him.
"	Montreal River	" 25	1	Tree fell on him.
Pulpmill worker	St. Catherines, Ont	" 8	1	Run over by vehicle.
Sawmill worker	St. Honoré, Qué	" 18	1	Fell on circular saw
Mining.—				
Miner	Nanaimo, B. C	" 12	1	Fell down shaft.
"	Dominion, N. S	" 17	1	Coal fell on him.
"	Coleman, Alta	" 24	1	Run over by donkey engine
"	Coleman, Alta	" 24	1	By fall of roof rock.
"	Spruce Creek, Alta	" 25	2	By cave in of debris.
"	Cobalt, Ont	" 25	1	By explosion of dynamite.
"	Hedley, B. C	" 23	2	" "
"	Cumberland, B. C	" 12	1	Fell down shaft.
"	Hedley, B. C	" 11	2	Drilled into missed hole.
"	Moyie, B. C	" 7	2	Explosion of loose powder.
Smelter switchman	Grand Forks, B. C	" 3	1	Run over by ore train.
Building trades.—				
Sheet metal worker	Montreal, Que	" 18	1	Fell from scaffolding.
Bricklayer	Toronto, Ont	" 19	1	Struck by a train.
Metal, engineering and shipbuilding.—				
Structural iron worker	Toronto, Ont	" 18	1	Fell 15ft. from girder.
Electrician	Ottawa, Ont	" 12	1	Fell on head from ladder.
"	Nelson, B. C	" 18	1	Touched live wire.
Foundryman	New Glasgow, N. S	" 20	1	Boiler head fell on him.
Woodwrking and furnishing trades.—				
Carriage worker	Ottawa, Ont	" 23	1	Hand badly injured, died from operation thereon.
Food and tobacco preparation —				
Sugar refinery hand	Halifax, N. S	" 28	1	Fell into vat of boiling water.

Department of Labour, Canada
Statistical Table Series F., No. 53.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MARCH, 1908.

Trade or Industry.	Locality.	Date.	No. killed	Cause of Fatality.
Railway service				
Conductor	Orillia, Ont	Mch 18	1	Run over by a train.
Bridge inspector	Nelson, B. C	" 16	1	Derrick fell on him.
Engineer	Quelph, Ont	" 11	1	Caught between cars.
Brakeman	Chaudière Curve, Que	" 19	1	Caught between cars
"	Jonquières, Que	" 30	1	"
Section hand	Haliburton, Ont	" 4	1	Run over by locomotive.
"	Kaladar, Ont	" 17	3	Hand car struck by engine.
"	Kenora, Ont	" 19	1	Run over by train.
"	Toronto, Ont	" 25	1	"
Construction hand	Kalamar, Ont	" 7	4	Explosion of dynamite
"	Nanoose Bay, B. C	" 2	1	"
"	Kenora, Ont	" 5	1	"
"	"	" 6	1	By fall of rock.
"	St. Malachy, Que	" 18	1	Explosion of dynamite
"	North of Hawk, Ont	" 19	3	"
"	On Winnipeg River, Man	" 20	1	"
"	North of Dryden, Ont	" 25	2	"
"	Dryden, Ont	" 28	1	"
Navigation.—				
Sailor	Nanaimo, B. C	" 7	1	Drowned, fell overboard.
"	Victoria, B. C	" 11	1	" "
"	Bay of Fundy, N. B	" 1	1	"
Transport.—				
Teamster	Edmonton, Alta,	" 3	1	Fell from load.
Civic employees.—				
Waterworks superintendent	St. Scholastique, Que	" 4	1	Fell 65ft. from windmill.
Miscellaneous.—				
N. W. Mounted police.	Maple Creek, Sask	" 10	1	Found dead from exposure.
Unskilled labour.—				
Labourer	Toronto, Ont	" 5	1	Run over by train.
"	Hochelaga, Que	" 14	1	Iron girder fell on him.
"	Fenelon Falls, Ont	" 2	1	Run over by train.
"	Sherbrooke, Que	" 30	1	Fell from moving train.
"	Trenton, N. S	" 13	1	Artery cut, bled to death.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN MARCH.

Miner	Rossland, B. C	Feb. 19	1	Jammed by train against chute.
"	Crean Hall, Ont	" 27	1	While riding to surface on skip.

Printing trades.—In March, a pressman had his hand injured in a press; there was one minor accident in the previous month and 1 in March of last year.

Clothing trades.—Three workers were more or less injured by machinery, as against 4 injuries in February and 5 in March, 1907.

Textile trades.—Five workers were injured by machinery and 1 by an elevator, compared with 2 minor accidents in February, and none a year ago.

Food and tobacco preparation.—In this group there were 1 killed and 5 injured. Last month the record was the same, and in March of last year 2 workmen were killed and 3 injured. A sugar refinery hand at Halifax, N. S., fell into a vat of

boiling water and died from the effects. Two of the accidents were due to falling material and 1 each to a fall, to an elevator and to machinery.

Leather trades.—Two workers were injured by machinery during March. There were no accidents in the previous month nor in the corresponding month of 1907.

Railway service. — Twenty-six employees were killed and 23 injured during March. In February 24 were killed and 28 injured, and in March, 1907, 20 killed and 30 injured. Of the deaths, 14 were caused by explosions of dynamite, etc., 4 by being run over, 3 by being caught between cars, 3 by being struck by trains and 2 by falling material. Of the injuries, 5 were caused by derailments, 4 each by explosions of dynamite and by collisions, 3 by falls, 2 by being caught between cars, by being struck by cars and by falling material, and 1 by machinery.

Navigation.—There were three deaths due to drowning and 6 workmen injured in this group, 4 of these injuries being due to falls and 2 to falling material. In February, 2 were killed and 1 injured, and in March, 1907, 1 was killed and 6 injured.

General transport.—A teamster at Edmonton, Alta., fell from his load and was killed. Besides this, 3 workmen were injured by falling material, 3 by falls and 1 by machinery. In the previous month, there were 4 killed and 11 injured, and in March, 1907, 2 killed and 19 injured.

Civic employees.—There was 1 death by accident and 2 injured. In February, the record was 7 injured, and in March, 1907, 9 injured. A waterworks superintendent at Ste. Scholastique, Que., fell 65 feet from a windmill and was killed, and two firemen were injured by falls.

Miscellaneous.—In this group there were 1 killed and 13 injured. In the preceding month, there were 11 killed and 14 injured, and in March, 1907, 3 killed and 9 injured. A North-West Mounted Police constable was found dead from exposure near Maple Creek, Sask. Of the minor accidents, 3 each were due to machinery and to falling material, 2 each to being run over and to falls, and 1 each to an explosion of gas, to an elevator and to a derrick.

Unskilled labour.—Five workers were killed and 12 were injured during March, 1908, compared with 6 killed and 8 injured in the previous month, and 4 killed and 8 injured during March, 1907. Of other accidents, 7 were caused by falling material, 2 by falls and 1 each by being run over, by an explosion and by machinery.

TRADE DISPUTES DURING THE MONTH OF MARCH.

THERE were few industrial disputes in Canada during the month of March, and only one affected a large number of people. In no case were serious consequences felt by any industry beyond those immediately concerned.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during March, was 8, a decrease of 2 compared with the previous month, and a decrease of 6 compared with March, 1907. About 11 establishments and 1,532 employees were affected by these disputes, 6 firms and about 1,281 employees having been affected by the strikes which began during the month.

Loss of time in working days.—The loss of time to employees through trade disputes during March was approximately 9,950 working days, compared with a loss of 4,730 days in February, and of 11,106 in March, 1907.

Trades affected by new disputes.—The following table shows the trades affected by the new disputes of the month, and the number of workpeople involved in each group of trades:—

Trades.	No. of Disputes	No. of Workers.
Printing.....	1	40
Textile trades.....	1	1,200
Miscellaneous trades	1	16
Unskilled labour.....	1	25
Total.....	4	1,281

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of Canada:—

Province.	No. of Disputes.
New Brunswick	1
Quebec	1
Ontario	1
Manitoba	1
Total	4

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	1
Against increase in hours and decrease in wages	1
Against employment of a particular person	1
Against discharge of an employee	1
Total	4

Methods of settlement.—Of the 8 disputes in existence during March, settlements were reached in 5 cases, leaving 3 still unsettled at the close of the month. Two disputes were settled by negotiations between the parties concerned, and the others were terminated without any negotiations, some strikers returning to work and the places of others being filled.

Results of disputes. — The employers were successful in 4 of the disputes which were terminated, and in 1 a compromise was reached.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during March, which began in previous months, comprised strikes of garment workers at Montreal, Que., miners at Goldbrook, N.S., stocking knitters at St. Hyacinthe, Que., and upholsterers at Guelph, Ont. A brief account of these disputes is given below.

Dispute of Garment Workers at Montreal.

During the month of February, a dispute occurred between some garment workers and a contractor working for the wholesale firm of Friedman Bros. The dispute arose because the contractor wished to increase the hours of labour from 54 to 60 per week. The employees also wanted the firm to be responsible for their wages, instead of the contractors. On February 23, the firm closed this shop temporarily, claiming that they were able to dispense with it. No settlement of the matters in dispute was reported, but during March some of the employees returned to work. According to a report received from the employers about 80 workpeople were involved in this dispute, but according to a report received from the Garment Workers' Union, about 140 male and 60 female employees were affected.

Strike of Gold Miners at Goldbrook, N.S.

On December 18, 1907, the Great Bras d'Or Gold Mining Company, operating at Goldbrook, N. S., posted up the following notice at its mines:—

> On January 1st, 1908, the following scale of wages will go into effect at our mines at Goldbrook, N.S.:
>
> | | |
> |---|---|
> | Miners | $1.75 |
> | Muckers | 1.50 |
> | Labourers | 1.25 |
> | Engineers, 12 hours | 2.00 |
> | Amalgamators, 12 hours | 2.25 |
>
> Board can be had at the Company's cook-house at $3,00 per week-

The Company had been paying the miners $2.00 per day, but decided to reduce the wages upon being informed that this rate was 25 cents per day more than the other gold mining companies of Nova Scotia were paying. On January 1, the miners told the manager that they would not work for $1.75 per day, and it was agreed to continue to pay $2.00 a day to the men who had worked as miners up to that date, but miners who were employed as such after January 1 would be paid the new scale of wages. On February 20, when the men received their monthly wages, one miner objected to being paid at the rate of only $1.75 per day. The company claimed that not having worked as a miner before January 1, having been employed previously as a mucker or helper, he was not

DEPARTMENT OF LABOUR, CANADA
STATISTICAL TABLE SERIES C., No. 87.

TABLE OF TRADE DISPUTES DURING THE MONTH OF MARCH.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.		Date of termination.		Result.
					Directly.		Indirectly.						
			Directly.	Indirectly.	Males.	Females.	Males.	Females.					
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.													
Mining—													
Gold miners	Goldbrook, N.S.	Objection to reduction in wages.	1		22				Feb.	21	Mar.	2	Work resumed, some strikers returned to work, places of others were filled.
Woodworking and furnishing trades—													
Upholsterers—	Guelph, Ont	Objection to reduction in wages.	1		16		1		Jan.	10			No settlement reported at end of month.
Clothing trades—													
Garment workers.	Montreal, Que	Objection to an increase in hours of labour and for a guarantee of wages	1		140	60			Feb.	23			No settlement reported, but some strikers returned to work.
Textiles trades—													
Stocking knitters	St. Hyacinthe, Que.	Demand for increase in wages. Strikers alleged bad work was unequally divided	1			12			Feb.	24	Mar.	6	Work resumed under former conditions.

DISPUTES WHICH BEGAN DURING THE MONTH.

Printing—													
Printers	St. John, N. B	Against discharge of an employee	2		40				Mar.	22			No settlement reported at end of month.
Textile trades—													
Cotton mill hands	Hochelaga, Que	Demand for discharge of an employee	2		1200				Mar.	3	Mar.	9	Company agreed to investigate charges against employee if put in writing but would not suspend him.
Miscellaneous trades—													
Paper box makers	Winnipeg, Man	Against increase in hours and reduction in wages	1			16			Mar.	9	Mar.	12	A settlement reached and work resumed.
Unskilled labour—													
Tunnel workers	Windsor, Ont	Demand for increase in wages	1		25				Mar.	6	Mar.	11	Places of strikers were filled.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned, mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

entitled to any more. On February 21, the employees made a written demand that the following schedule of wages go into effect at once.

Miners	$2.00 per day
Helpers	1.75 "
Muckers	1.50 "

On being told by the manager that this request could not be granted, the men to the number of 22, left the camp, and were paid off the next day. Work was resumed at the mines on March 2, some of the old employees having returned at the $1.75 rate, while the places of others were filled.

Strike of Stocking Knitters at St. Hyacinthe, Que.

A strike of stocking knitters which took place at St. Hyacinthe, Que., on February 24, on account of the refusal of the Penman Manufacturing Company to grant a demand for an increase in wages made by 6 female employees was terminated on March 6. All the strikers were taken back by the company as well as one employee who had been discharged for refusing to do the work of one of the strikers. The company also withdrew a demand made upon two employees that they should withdraw from the Textile Workers' Union. The demand for an increase in wages made by the 6 stocking knitters, which precipitated the strike, was not granted by the company.

Strike of Upholsterers at Guelph, Ont.

No settlement was reported with regard to a strike of 16 upholsterers which took place at Guelph, Ont., on January 10, on account of the refusal of the employees to accept a reduction in wages.

New Disputes.

The new disputes of the month affected cotton mill hands at Hochelaga, Que., printers at St. John, N. B., paper box makers at Winnipeg, Man., and tunnel workers at Windsor, Ont.

Strike of Cotton Mill Hands at Hochelaga, Que.

On March 3, a strike of employees of the Dominion Textile Company took place at Hochelaga, Que., in which 2 establishments and about 1,200 employees were involved. The dispute arose on account of members of the Textile Workers' Union refusing to work under an assistant foreman in the weaving room, whose immediate dismissal they demanded. Work was resumed on March 8, the company having agreed to investigate the charges against this employee, provided that they were put in writing.

Strike of Printers at St. John, N.B.

On March 22, the union printers employed in the office of The Telegraph went on strike, and on the following day they were joined by the printers of the Times newspaper, which is under the same management. The pressmen and assistants ceased work on March 27, and on that day the hands employed in the job room were notified that that portion of the establishment would be closed down until the trouble was settled. The strike arose from the discharge of the president of the Union, whom the management of the Telegraph Publishing Company alleged had been active in agitating for the dismissal of four employees who were in arrears for Union dues. The company had declined the request of the Union to compel these delinquents to pay their arrears. No settlement of the dispute took place during the month, but the newspapers were issued regularly, although the amount of news was somewhat reduced. There were 40 men involved in this dispute including 23 printers, 4 apprentices and 13 pressmen and assistants.

Strike of Paper Box Makers at Winnipeg, Man.

On March 9, a strike of 14 female employees of the Winnipeg Paper Box Company took place at Winnipeg, the strikers alleging that they went out because they were required to work an extra half hour each day and their wages had been reduced, the reduction amounting to from 50 cents to $1.50 per week. A few days later they arrived at an amicable arrangement with the management of the company, and returned to work.

Strike of Tunnel Workers at Windsor, Ont.

During March, about 25 men employed in constructing a tunnel at Windsor, Ont., stopped work on account of the refusal of the contractors to grant an increase in wages to those working under compressed air. The men demanded $3.00 per day for an eight-hour day, instead of 17½ cents per hour for a ten-hour day. It was reported by the superintendent of the company that all the dissatisfied men left their employ on March 10, the number affected being 25, and that there was practically no strike, as there were plenty of men ready to work for the price offered by the company. Another report stated that the dispute began on March 6, and that by March 12 the places of all the strikers were filled, about 200 being directly and 300 indirectly affected by the dispute.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of March, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during March, 1908.

NOVA SCOTIA REPORTS.

Mining Conditions in Nova Scotia.

Report of the Department of Mines, Nova Scotia, for the year ended 30th September, 1907. Halifax: King's Printer, 1908. Pages, 180.

THE report of the Nova Scotia Department of Mines for 1907 shows that the amount of coal sold was 5,046,390 tons, compared with 5,194,590 in 1906. The decrease is largely accounted for by a strike at the Springhill colliery, which lasted for three months, and which reduced the output of the Cumberland Coal and Railway Company by about 125,000 tons. The total gold production in the province exclusive of the gold in antimony ore shipped from West Gore, amounted to 13,687 ounces, valued at $260,053.00, extracted from 64,657 tons of ore, representing an average return of $4.02 from each ton of ore mined and milled. Mining operations were carried on in 17 districts at 24 different mines, employing 483 men, exclusive of officials. Including the gold taken from all ores, the production amounted to 15,006 ounces, compared with 14,079 in 1906. The amount of iron ore mined during the year was 48,337 tons. There were 332,345 tons of gypsum quarried, practically all of which was shipped to the United States, and about 63,861 tons of building stone*.

Agriculture—Sheep Raising.

Annual Report of the Secretary of Agriculture for the Province of Nova Scotia. Halifax: King's printer, 1908.

The report of the Secretary of Agriculture for Nova Scotia was brought down in the House of Assembly on March 19. It gives an outline of the work done at the Agricultural College, as well as of the advance of farming interests throughout the province. With regard to the facilities for sheep raising in Nova Scotia, Principal Cummings of the Agricultural College says:—

"There are few countries where sheep raising cannot be profitably carried on, but Nova Scotia possesses exceptional advantages. Briefly outlined these are:

(*a*) The country abounds in hilly, well watered pastures;

(*b*) The climate is cool and moist, resulting generally in healthy sheep, free from contagious diseases.

(*c*) The wool produced is considerably superior to that produced in the inland parts of America, and consequently manufacturers are satisfied to pay the highest prices,

(*d*) The possibilities of raising mutton are excellent; during the greater part of the year the local demand exceeds the supply;

(*e*) Lands are generally inexpensive, particularly so when compared to France, and

(*f*) Farmers engaged in this industry report large profits.

There are 160 agricultural societies in the Province, which have qualified for the grant of 1907.

*See also report of Halifax, N.S., correspondent in present issue.

Subsidized Railways of Nova Scotia.

Report of the Subsidized Railways and other Public Works in the Province of Nova Scotia for the year ended September 30, 1907. Halifax: King's Printer, 1908. Pages 156.

There are 11 railway companies which come under the Railway Act of Nova Scotia, having a mileage of 631 miles. In addition to these, the Intercolonial Railway operated by the Dominion Government, has a length of 467 miles in the province, and the Dominion Atlantic Railway, which comes under the jurisdiction of the Railway Commission, has a length of 221 miles in Nova Scotia. The returns from the 11 railway companies above mentioned, show that the net profits amounted to about $15,000, or about $290 per mile per year. All but two of the railways had very fair profits. The returns of railway accidents show that not a single passenger was killed or injured in Nova Scotia during the year, while among the employees there were 8 killed and 12 injured. Comparing these figures with the returns of railways in the rest of Canada, the total casualties of killed and injured would be nearly twice as great per million carried as on other Canadian roads, but the record is somewhat better when the number of miles of railway is taken as the basis of comparison. It is stated that accidents are often due to the use of intoxicating liquor, and it is suggested that the unions of railway employees would probably do more towards preventing accidents on railways, by making expulsion a penalty for the use of liquor by any member, than by any other regulation.

QUEBEC REPORT.

Industrial Conditions in Quebec.

General report of the Minister of Public Works and Labour of the Province of Quebec, for the year ending 30th June. 1907. Quebec: King's Printer, 1907. Pages 141.

The report of the Minister of Public Works and Labour for the year ending 30th June, 1907, contains two chapters of particular industrial interest, one relating to the work of the Registrar of the Councils of Conciliation and Arbitration for the settlement of trade disputes, and the other relating to the inspection of industrial establishments.

In his report on trade disputes, the Registrar gives an account of nine cases in which he offered his services for friendly intervention under the Quebec Act. It is stated that with the exception of a strike at Buckingham, all the disputes in which he intervened were settled in a manner satisfactory to all parties.

The Chief Inspector of Industrial Establishments gives a brief summary of the factory legislation passed at the previous session of the Quebec legislature by which the age for the admission of children to factories was raised to fourteen years, and parents were compelled to give their children the elements of education. Attention is called to the serious increase in the number of accidents, the total number reported to have occurred in factories in Montreal, Quebec and the Eastern Townships having been 860, the total number in previous years never having exceeded 500. This increase is attributed to the installation of large factories at St. Henri and Lachine, and the phenomenal development of industry in the western section of Montreal. Many accidents were due to the inexperience of the workmen, and they were especially numerous among large gatherings of unskilled workers.

ONTARIO REPORTS.

Industrial Conditions in Ontario.

Eighth report of the Bureau of Labour of the Province of Ontario for the year ending December 31, 1907. Toronto: King's Printer, 1908. Pages, 261.

The report of the Ontario Bureau o Labour for 1907, deals with a larg variety of subjects, showing an increas in the work accomplished compare with previous years. A new featur was the establishment of free employmen bureaus at Hamilton, on January 12, a Ottawa, on January 18, and at Londor on May, 1. Up to the end of the yea there were 997 applications for work, 91 being from men. There were 363 appl cations for male help, and 92 for femal help, and there were 287 situations fc males filled and 23 for females.

The returns from Municipal Clerks relating to the industrial conditions in their respective localities increased in number and usefulness, 559 having been sent in compared with 227 in the previous year. These returns give in each case the number and cost of new buildings erected, expenditures on permanent improvements and sanitation, and opportunities offered for new industries.

Returns were received from 427 manufacturers, compared with 205 in the previous year. Omitting 43 returns which were incomplete, there were left 384 establishments employing 35,316 persons, from which full returns were received. In these industries the aggregate number of days in operation during 1906 was 113,434, the manufactured product amounted to the value of $83,198,546, and the total wages to $15,869,337. The average wage rate per year, was $499.43, and per day $1.52, compared with $406.69 and $1.48, in 1905.

Reference is made to the action of the Bureau of Labour in endeavouring to bring about settlements of disputes of telephone operatives, plumbers and machinists at Toronto, and in arranging a fair wage clause for insertion in a contract between the corporation of Toronto and the Polson Iron Works Company. A suggestion is made in the report for the formation of an organization similar to the Civic Federation in the United States, having for its object the promotion of industrial peace and the improvement of the relations between employers and employees.

Many others matters are dealt with in this report, among which may be mentioned tables from the last report of the American Federation of Labour showing by trades the number of charters issued and surrendered, the membership, and the strikes won lost or compromised, Canadian and British labour legislation and legal decisions affecting labour in Ontario.

Prison Labour.

Report of the Special Committee on Prison Labour, Toronto: King's Printer, 1908. Pages 44.

The special committee appointed by the Ontario Government to investigate the question of prison labour, has presented its report, in which the whole subject is treated as it affects the Central Prison of Ontario. It is pointed out that the industries of the Central Prison have been operated at a loss to the Province, while at all times they have afforded more or less serious competition to outside enterprises. The industries of the prison are three in number, the woodenware manufacturing, conducted under the contract system, the manufacture of supplies for public institutions, and the cordage mill, operated under the piece price system. It is pointed out that prisoners must be employed at productive work, as enforced idleness causes physical, mental and moral deterioration. An account is given of the system adopted in the penal and reformatory institutions in the United States, which were visited by the committee.

In the conclusion of the report, recommendations are made that the Central Prison be replaced by a Provincial Reformatory, and that the inmates be employed only in the cultivation of the land, the caring of live stock, etc., and the making supplies for public institutions. It is also recommended that the striped suits be abolished, and that a system of technical education be introduced, as well as instruction in elementary subjects, and calisthenic exercises.

UNITED STATES REPORTS.

Free Employment Offices in Massachusetts.

First annual report on the State Free Employment Offices for the fiscal year ending November 30, 1907. Boston: State Printers, 1908. Pages, 55.

The first annual report on the State Free Employment Offices of Massachusetts, contains an account of the formation of this branch of the Bureau of Statistics of Labour, which was established on October 24, 1906. The first office was opened at Boston in December of that year, another was opened at Springfield on September 4, 1908, and a third a month later at Fall River. It is claimed that these employment offices have already fully justified their existence. The re-

turns from the Boston office show that during the year there were 44,910 registrations for employment, 33,696 persons applied for by employers, 44,876 positions offered, and 14,480 positions filled. The last number, representing positions filled was based on reports sent in by the employers or by those who had been placed, and is regarded as being less than the actual number.

EUROPEAN REPORT.

Bureaus of Labour Statistics of the Principal Countries.

Die Fortschritte der amtlichen Arbeitsstatistik in den wichtigsten Staaten. Zweiter Teil. Berlin: Germany: Carl Heymanns Verlag 1890. Pages, 284.

The second volume of the report issued by the Imperial Statistical Bureau of Germany, on the Bureaus of Labour Statistics in the principal countries of the world gives an accout of these Bureaus in Italy, Spain, the Netherlands, Sweden, Norway, Denmark, Switzerland, Hungary, Russia including Finland, Canada, New Zealand, and Australia. In an appendix the particulars are brought up to date with reference to the labour bureaus and departments dealt within the first volume in the countries of the United States of America, Great Britain and Ireland, France, Belgium, Austria and Germany.

OTHERS REPORTS RECEIVED.

Canada.—Report of the Department of Trade and Commerce for the fiscal year (nine months) ended March 31, 1907. Part II Trade of Foreign Countries and Treaties and Conventions.

Report of the Militia Council for the Dominion of Canada for the three months ending March 31, 1907.

Supplement to the Fortieth Annual report of the Department of Marine and Fisheries for the fiscal year, 1907. Steamboat Inspection report.

Supplement to the report of Department of Trade and Commerce for the fiscal year ended March 31, 1907, with statistics showing steamship traffic to December 31, 1907, and estimates for fiscal year, 1908–09.

Nova Scotia.—Annual report of the Superintendent of Education of the Public Schools of Nova Scotia for the year ended 31st July, 1907.

Ontario.—Thirty-third annual report of the Ontario Agricultural College and Experimental Farm, 1907.

Twenty-ninth annual report of the Ontario Agricultural and Experimental Union, 1907.

Estimates of the Province of Ontario for the year ending 31st December, 1908.

Public accounts of the Province of Ontario for the year ended 31st December, 1907.

Saskatchewan.—Reports of the Department of Public Works for the four months ended December 31, 1905, and the fourteen months ended February 28 1907.

Alberta.—Annual report of the Department of Agriculture of the Province of Alberta, 1905-06.

Great Britain.—Copy of Statistical Tables relating to emigration and immigration from and into the United Kingdom in the year 1906, and report to the Board of Trade thereon.

United States.—Labour laws of Maine issued by the Bureau of Industrial and Labor Statistics, 1908.

France.—Office du Travail, Enquête sur le travail à domicile dans l'industrie de la lingerie. Tome I. 1907.

Germany.—Erhebung uber die Wirkungen des Handwerkergesetzes.

Italy.—Salari ed Orari nei Lavori Edelizi, Stradali, Idraulici edi Bonifica (Anno 1906.)

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

SUPREME COURT CASE.

IN connection with the case noted at page 863 of the January number of the *Labour Gazette*, the Privy Council has granted to the Grand Trunk Railway Company special leave to appeal from the judgment of the Supreme Court of Canada affirming the decision of the Board of Railway Commissioners that the Company is bound by the terms of its charter to run at least one passenger train per day, each way between Montreal and Toronto, charging a third-class fare at one penny a mile.

(Grand Trunk Railway Co. v. Robertson; 12th March, 1908; Privy Council.

NOVA SCOTIA CASE.

Verdict of Jury in Fatal Accident.

An inquest was held to determine the cause of the deaths of Malcolm Stewart and John Dorsay, underground managers, who were killed at No. 1 colliery of the Nova Scotia Steel & Coal Company on the 13th of February. The accident occurred about seven o'clock in the morning, when the men got into the cage to go down into the mine. No sooner had they entered the cage, than through some defect in the appliances, a hook which connected a strong wire rope to the cage broke, and the cage fell some 700 feet to the bottom of the shaft, killing both men instantly. The Coroner's jury returned the following verdict:—

"That Malcolm Stewart and John Dorsey came to their deaths on the morning of the 13th of February, between the hours of 7 and 8.

First.—That the accident was caused by Engineer John Egan being mistaken in the signals, due to the similarity of the sounds of the rappers in the engine room, which caused him to mistake the bottom rapper for the top one.

Second.—That the Walker hook failed to act, it breaking because of a defective hawse pipe.

Third.—Owing to the chains failing to perform the work required of them.

The accident occurred in the main shaft of No. 1 colliery of the Nova Scotia Steel & Coal Company, at Sydney Mines. The jury recommends: First, that the practice of rapping back of the cage in motion be discontinued, this accident proving the practice to be dangerous. Second, that the gong be substituted for one of the rappers in the engine room."

(Inquest re Stewart and Dorsay; 22nd February, 1908.)

QUEBEC CASES.

Death Due to Accident.

The husband of plaintiff arrived at Algoma Mills, Ontario, on the evening of the 30th September, 1903, and engaged with defendants to unload coal on the wharves. He worked at night. Towards one o'clock in the morning, he had need to go to a small building situated at the end of the wharf. As it was very dark, he asked for a torch from the watchman, which was refused. He, nevertheless, started to go to the place which he wished to reach, but fell into the water and was drowned. Plaintiff brought suit, claiming $5,000 damages for herself and her three children. The trial judge, however, found that the evidence failed to establish any fault on the part of defendants, and that the death of plaintiff's husband was an accident. In consequence, the action was dismissed.

(Grammarina v. C. P. R.; 21st February, 1908; Curran, J.)

Accident due to Imprudence.

Plaintiff sued defendants to recover $2,120 damages for injuries sustained by him while in the employment of defendants, owing, as he alleged, to the negligence of the latter. The trial judge has given judgment dismissing the action, holding that the accident was due entirely to the imprudence and negligence of the plaintiff.

(Bernier v. McLean, Kennedy & Co.; 9th March, 1908; Mathieu, J.)

School Teacher's Action Dismissed.

Plaintiff, a school teacher, brought suit in the Superior Court at Montreal to recover the sum of $175 as damages for

wrongful dismissal by defendants. Of the sum sought to be recovered, $100 was for balance of salary, and the balance for fuel and cost of lodging. She alleged that she had been hired for a year from the 26th June, 1906, and on the 11th February, 1907, had been wrongfully dismissed by defendants. By way of defence, it was set up that plaintiff had been insubordinate and had refused to submit to the orders of her employers. The trial judge found that the defence was well founded and held that defendants were justified in dismissing the plaintiff. The action was in consequence dismissed.

(Guay v. School Commissioners of St. Pierre aux Liens; 11th March, 1908; Loranger, J.)

Damages for Injuries.

Plaintiff, an Italian labourer in the employ of the defendants, sued the latter in the Superior Court at Montreal to recover damages for injuries sustained in the course of his employment, which he estimated at the sum of $1,500. Plaintiff was working for defendants in their shops at Point St. Charles in December, 1906, and while on his way to get a drink of water was blinded by escaping steam and tumbled into an excavation over the valve from which the steam was escaping, injuring his ear and scalding his legs. In support of his claim, plaintiff alleged that defendants had been negligent in so placing an excavation and allowing steam to escape where the men had to pass on their way to quench their thirst. The jury, after a trial lasting several days, arrived at the conclusion that the accident was due to the combined fault of the defendants and plaintiff, the latter in passing through the steam, knowing there was danger, and the former in placing an excavation where the men had to pass. They estimated the damage sustained by plaintiff—deduction being made for contributory negligence—at $850, for which sum judgment was entered for plaintiff.

(Verazza v. G. T. R.; 12th March, 1908; Saint-Pierre, J.)

Damage Action Settled in Course of Trial.

On the 5th January, 1907, plaintiff's husband was working in the employ of defendants at Chambly. He was engaged in trying to extricate a plank caught in a sluice box, when one of the planks of the platform on which he was standing canted, with the result that he fell into the river and was drowned. Plaintiff brought action to recover $6,000 as damages for herself and two minor children, claiming that the accident was caused by the fault of defendants in not providing a safe platform for the men to work on. Defendants claimed that the accident was due entirely to deceased's own carelessness. After the hearing of the case for two days before a jury, a settlement was arrived at by which it is understood plaintiff will receive an indemnity of $2,000.

(Berard v. Montreal L., H. & P. Co.; 16th March, 1908; St. Pierre, J.)

Cabman Awarded Damages for Removal From Stand.

For some years past Jacques Cartier Square in the City of Montreal has been used both as a public market place and a cab stand. On heavy market days the custom has been to have the cabs removed to the square between the City Hall and the Court House on the North side of Notre-Dame Street, during the busy hours of the morning. From time to time the cabmen complained of this, alleging that the continual removing caused them not only considerable inconvenience, but actual loss. Finally plaintiff, one of the cabmen, entered an action in the Superior Court against the city, claiming $199 damages. His declaration set forth that he was a duly licensed cabman, having paid the special tax required by the city to carry on his business on the Jacques Cartier Square stand. That on Tuesdays and Fridays, the action of the city's officers in disturbing him from his stand had deprived him of the advantage of telephone calls, and caused him loss and damage to the extent of the amount claimed. The conclusions of the declaration were that the city had no right to act as it did and it should be ordered to pay the damages sustained. The city pleaded that it was justified

h disturbing the cabmen from their stand or the general advantage of the public. n rendering jugment after the trial the presiding Judge held that the action was well taken and while the city has the right to remove cabmen from their stand for the better enabling repairs to be made to the streets and sewers, or for any other public work, it cannot habitually deprive them of the privilege for which they pay, especially for the special advantage of another class of people, the farmers. The Court maintained the principle invoked by the plaintiff, but the amount of damage suffered being difficult to establish, judgment was rendered in favour of plaintiff for $25.

(Masse v. City of Montreal; 17th March, 1908; Lafontaine, J.)

Damages for Crushed Fingers.

Plantiff brought action against defendants claiming $780 damages for personal injuries sustained by him while in the employ of defendants, owing as alleged to the negligence of the latter. Plaintiff alleged that defendants had exposed him to danger in making him perform work of which he knew nothing; his ordinary work was the shifting of car wheels, while defendants had on the 31st of May, 1906, set him to work in connection with an automatic hammer by which he had three of his fingers crushed. The Court held the defendants at fault and awarded plaintiff $300 damages.

(Boisvert v. Canada Car Co.; 23rd March, 1908; Curran, J.)

Custom of Port not Law.

Thirty-two longshoremen and two foremen sought in the Circuit Court at Montreal to recover $28 each from P. W. Ferns, a stevedore. According to the evidence two gangs of sixteen men each, together with a foreman for each gang, were put to work on the Dominion liner "Englishman," on two different hatches. It was desired to shift them to suit the working of the ship, but the men objected to the change claiming that the rule of the Union provided that when a gang started on a hatch they should finish it, whether the full complement of sixteen was needed or not. The secretary stated that this was the custom of the Port. In giving judgment the presiding Judge held that the rule of the Union and the alleged custom could not constitute law. The men were engaged by the hour, and could be either dismissed or leave without notice, and it was the right of the employers to direct their work. The action was therefore dismissed.

(24th March, 1908; Lebeuf, J.)

ONTARIO CASES.

Damages for Loss of Thumb and Fingers.

Plaintiff, who was in the employ of defendants, in the course of his employment had three fingers and a thumb cut off from his right hand in a buzz planer, and brought suit to recover $1,500 damages, charging negligence against defendants. A jury brought in a verdict in plaintiff's favour for $800, finding that the planer was not a proper machine to do the work in which plaintiff was engaged, that the knives were not properly protected, and that defendants were guilty of negligence. Judgment was reserved on a motion to enter a non-suit on a legal point raised by defendants.

(Munro v. Roman Stone Co.; 6th February, 1908; Mabee, J.)

Illegal Contract Under Alien Labour Act.

Plaintiff sued defendants for $54, claimed to be due for three weeks' wages. Plaintiff, in giving his evidence, claimed that he had been engaged in New York by defendants for a year at $18 a week; that he was brought to Canada, and when he had worked for defendants for a short time, he was dismissed. Defendants, while not admitting the truth of plaintiff's story as to the hiring in New York, but denying it, raised the point that accepting plaintiff's story as true, the contract under which he was suing was void under the Alien Labour Act. After some

parleying, in the course of which defendants' counsel stated that they had offered plaintiff $30, which he had refused to accept, hoping to get half the fine to be inflicted in a prosecution which he intended to bring against defendants in the Police Court for a breach of the Act, the case was eventually settled by plaintiff accepting the $30 offered.

(Glaistal v. Consolidated Cloak Co.; 8th February, 1908 Morson, J.)

Damages Awarded to Brakeman.

An action brought by Henry Cox, a brakeman in the employ of the defendants, to recover damages for injuries sustained by him in the course of his employment, owing, as alleged, to the negligence of defendants, came on for trial at the Toronto Assizes recently, when, at the suggestion of the presiding judge, a settlement was reached under which plaintiff received $250 and costs. The accident in which the injury was sustained occurred through the breaking of a coupling, which caused plaintiff, who was standing on the running board of the tender, to be crushed.

(Cox v. C. P. R.; 20th February, 1908; Falconbridge, C. J.)

Appeal in Damage Action by Railway Mail Clerk Allowed.

Action by plaintiff, a mail clerk, to recover damages for injuries sustained by him on the line of defendants' railway west of Fort William, on 6th January, 1907. The accident happened owing to the train leaving the tracks because of a broken rail. At the trial, the jury, in answer to questions submitted to them, found the defendants guilty of negligence, consisting in drawing a first-class train with a heavy freight engine at an excessive rate of speed on a curve, and that the breaking of the rail, which caused the train to leave the track, was itself caused by the force of the impact of the heavy engine travelling at an excessive rate of speed. The presiding judge, Clute, J., entered judgment for plaintiff on the verdict. An appeal by defendants from this verdict and judgment has been allowed and the action dismissed, the majority of the Court holding that there was no evidence proper to be submitted to the jury in support of the plaintiff's claim based upon this allegation of negligence.

(Ferguson v. C. P. R.; 24th February, 1908; Divisional Court).

New Trial Ordered in Damage Suit.

Plaintiff, a labourer in defendants' employment, was injured in his left hand by a knife falling against it on the 20th May, 1907, by which he was incapacitated from work for a length of time, and brought action in the County Court at Hamilton, claiming $200 damages. The action came on for trial on 14th December, 1907, when the judge entered judgment of nonsuit against the plaintiff, dismissing his action without costs. From that judgment plaintiff appealed, with the result that it has been allowed and a new trial ordered.

(Porter v. International Harvester Co.; 25th February, 1908; Divisional Court.)

Railway Employees Acquitted.

In connection with the case noted at page 614 of the November number of the *Labour Gazette*, George H. Wilkinson, a C. P. R. train despatcher of Toronto, was put upon trial at the recent Whitby Assizes on a charge of criminal negligence. Wilkinson was charged with neglect of duty in not notifying the agent at Myrtle that two freight trains would meet there. Rule 205A of the Company provides that the despatcher shall notify the meeting point, where practicable, without delay to trains. Counsel for the accused contended that under the indictment it must be shown that he was directly responsible for the accident, and he showed that had the trainmen obeyed orders, the accident would have been averted. It was also shown that the accused had tried to notify Myrtle, but had failed to get a response to his call. The jury acquitted the prisoner.

(Rex v. Wilkinson; 2nd March, 1908; Mulock, C. J.)

At the same Assizes, Hugh Kyle, engineer on the C. P. R. freight train which caused the wreck, was tried upon a like charge. It was contended on his behalf that the despatcher should have notified Myrtle, and that the stop signal should have been set. It was also sought to show that when the engineer had slowed down, he saw a train on the siding, signalled it, and got a reply: that he also got a "high ball," or go-ahead signal, from the conductor at the rear of the train. The jury acquitted the prisoner.

(Rex v. Kyle; 3rd March, 1908; Mulock, C. J.)

Consent Judgment in Damage Action.

William Walter Tate was a conductor on a Yonge street car of the Toronto Railway Company, and in February, 1907, was killed at the corner of College and Yonge streets by a southbound Avenue Road car. His widow brought suit on behalf of herself and two infant children to recover $10,000 damages. On the case coming on for trial, judgment was entered by consent for $1,500.

(Tate v. Toronto Railway Co.; 3rd March, 1908.)

At the same Assizes, an action brought by the widow of a sectionman killed at Paris by the explosion of a torpedo on the line of defendants' railway, was compromised at $400.

(Warning v. G. T. R.; 19th March, 1908; Falconbridge, C. J.)

Nightwatchmen's Suspension Illegal.

Early in September, 1907, two of the four members of the Police Committee of the Thorold Town Council suspended Nightwatchman Reuter, who, however, refused to acknowledge his suspension, and continued on duty till the first of this year, when the new council dismissed him. Reuter sued the town for four and a half months' salary, $90, and was given judgment for that sum and costs.

(Reuter v. Town of Thorold; 6th March, 1908; Wells, Co. J.)

Damage Action Dismissed.

Plaintiff sued defendant to recover $2,000 damages for injuries sustained by him owing, as alleged, to the negligence of defendant. Plaintiff alleged that while employed on the erection of a house on Boswell Avenue, in the city of Toronto, owned by defendant, he stepped on a joist in the attic which had been cut through the centre, with the result that he fell quite a distance. He claimed that the foreman in charge of the work was negligent. Defendant claimed that plaintiff himself did the cutting of the joist that gave way under him, and so was responsible for his own injury. The jury found a verdict for defendant, and the action was dismissed.

(Carson v. Smith; 12th March, 1908; Magee, J.)

Wages run on while Workmen is waiting for Material.

An important decision has been given by the Police Magistrate at Ottawa in a wages case brought by a workman against a contractor. The magistrate ruled that the man should be paid for hours he had not been able to work owing to non-arrival of material, defective machinery or other reasons of a like nature. In other words, men must receive work or be paid for the time they are under contract, even by the day or hour.

(19th March, 1908; O'Keefe, P. M.)

Damage Action Settled.

At the Brantford Assizes recently, an action brought by plaintiff to recover damages for injuries sustained by him in the employ of defendants, such injuries resulting from the falling of some iron upon him, which necessitated the amputation of his leg, was settled by the payment of $1,200 to plaintiff.

(Harris v. Waterous Engine Works Co.; 19th March, 1908; Falconbridge, C. J.)

Verdicts in Damage Action.

Henry and Sarah Burd were awarded $800 damages against the defendants for the loss of a son, killed by a locomotive.

(Burd v. Empire Limestone Co.; 10th March, 1908; Welland Assizes, Britton, J.)

At the same Assizes, the parents of James H. Parker, a brakeman, killed at Niagara Falls, were awarded $2,500 damages against defendants.

(Parker v. Michigan Central Railway; 10th March, 1908; Britton, J.)

Damages for Loss of Hand and Part of Arm.

At the recent Cobourg Assizes, an action was tried in which the plaintiff, a workman in the employ of the defendants, sought to recover damages for injuries sustained by him in the course of his employment, owing, as alleged, to the negligence of the defendants. Plaintiff was working at a machine in the defendants' factory, when his hand was caught in the machine, with the result that he lost the hand and part of his arm. He claimed that the defendants were guilty of negligence in not having the machine properly guarded. The jury brought in a verdict in favour of plaintiff with $4,500 damages.

(Bagnall v. Durham Rubber Co., 21st March, 1908.)

Coroner's Jury Finds Yardman Negligent.

An inquest was held to determine the cause of the death of Charles Armstrong, an engineer in the service of the C. P. R., who was killed at Guelph Junction on the morning of 11th March, while driving his engine hauling a special passenger train from Toronto to London. Owing to a misplaced switch in the yards at the Junction, his engine ran into another engine standing on a siding, with the result that he was instantly killed. The Coroner's jury returned a verdict blaming Richard Newton, yardman, for negligence. Newton gave evidence acknowledging that he had made a mistake and turned the wrong switch, thus causing the fatality. He was bound over to appear on a charge of criminal negligence.

(Inquest re Armstrong; 21st March, 1908.)

Apology Accepted in Slander Action.

At the Toronto Assizes recently, an action brought by plaintiff, the business agent of the Bartenders' Union, against defendant, the proprietor of an hotel at the corner of Queen street and Beaconsfield avenue, to recover $3,000 damages for slander, came on for trial. On the case being called on for trial, counsel for defendant stated that his client had never said anything reflecting on plaintiff's honesty, and if anything were said, it would be cheerfully withdrawn, whereupon counsel for plaintiff rose and said that his client was willing to accept that apology, and he asked the Court to dismiss the action, which was readily done.

(O'Leary v. Clancy; 13th March, 1908; Magee, J.)

Motorman Guilty of Criminal Negligence.

At the General Sessions of the peace held at Toronto recently, Gilbert Nelson, a motorman in the employ of the Toronto Railway Company, was found guilty on a charge of criminal negligence. The charge arose out of an accident which occurred on King Street West at midnight on 10th October, 1907. Nelson was in charge of a street car which collided at the corner of King and Bay Streets with a carriage driven by a man named John Goodhall, who received fatal injuries. The Coroner's jury censured the motorman in their verdict, hence the prosecution. The jury at the Sessions while finding Nelson guilty made a strong recommendation for mercy, and he was allowed to go on his own bail to appear for sentence at the close of the Sessions.

(Rex. v. Nelson; 23rd March, 1908; Winchester, Co. J.)

Damage Action Settled.

An action brought by the widow of George Renton, a travelling engineer on the Grand Trunk Railway, who was killed in a collision in the London yards in February, 1907, came on for trial at the recent London Assizes but was settled by the defendants agreeing to pay the plaintiff the sum of $5,000.

(Renton v. G. T. R.; 23rd March, 1907; Riddell, J.)

Appeal in Damage Suit Dismissed.

In the case noted at page 617 of the November of the *Labour Gazette*, an ap-

peal taken by the defendants from the verdict and judgment at the trial has been dismissed. The action was brought at common law and under the Workmen's Compensation Act. The jury found that there was a defect in the condition of the machine, viz: that the springs were too weak to act quick enough and the rings were worn; that the defect arose from the negligence of defendants or some person entrusted by them with the duty of seeing that the condition and arrangement were proper; that the existence of the defect was known before the accident; that it remained unremedied owing to the negligence of defendants; that plaintiff was guilty of no negligence which caused or contributed to the accident nor did he voluntarily incur the risk. Defendants contended that there was no evidence to go to the jury of any defect in the machine, or any negligence on their part, and that evidence of the working of the machine subsequent to the accident was improperly admitted.

(Green v. Kilgour Brothers; 24th March, 1908; Court of Appeal.)

MANITOBA CASES.

Cases of Violation of Lord's Day Act Dismissed.

In the Police Court at Winnipeg recently, an information for a violation of the Lord's Day Act by moving cars in the yards on Sunday, February 2nd, came on for trial, the alleged offenders being the Canadian Pacific Railway Company. The evidence went to show that the work complained of was the removing of cars containing perishable goods to their destination. In dismissing the case, the Police Magistrate stated that he considered the work which was being done to be necessary work. Goods which might have perished, had they been left in the cars over Sunday, were removed for the public's benefit, and he did not consider this a breach of the Act.

(Rex v. C. P. R.; 2nd March, 1908; Daly, P. M.)

Prosecution of Winnipeg Grain Exchange for Restraint of Trade.

Proceedings were instituted some time ago against J. C. Gage (who kept the books of the North West Grain Dealers' Association, and represented the elevator interests during the time that their pooling arrangements were in force), J. McHugh, and John Love, President of the Grain Exchange, charging them with conspiracy to restrain trade and combining to lessen competition in the grain business. At the trial the charges were dismissed, and an appeal was taken by the Crown to the Court of Appeal. After a lengthy hearing, the appeal was dismissed, upon the ground that business regulations, while restraining trade to an extent, could not be considered as a conspiracy under the law. The case involved a consideration of the rules and regulations of the Grain Exchange, designed, not to restrain trade, but to systematize the business of handling and dealing in grain.

(Rex v. Gage,et al.; 29th February, 1908; Court of Appeal.)

ALBERTA CASE.

Conviction under the Lord's Day Act.

A fine of $200 and costs was imposed on the Canadian Pacific Railway Company for working Operator Mullen on Sunday, 15th December, 1907, without allowing him 24 hours rest during the next six days of the week, contrary to the provisions of section 6 of the Lord's Day Act, which reads as follows:—

"6. Except in cases of emergency, it shall not be lawful for any person to require any employee engaged in any work of receiving, transmitting or delivering telegraph or telephone messages, or in the work of any industrial process, or in connection with transportation, to do on the Lord's Day the usual work of his ordinary calling, unless such employee is allowed, during the next six days of such week, twenty-four consecutive hours without labour.

2. This section shall not apply to any employee engaged in the work of any industrial process in which the regular day's labour of such employee is not of more than eight hours duration."

(Rex v. C. P. R.; Macleod, 12th March, 1908; Stearns & George, J. J. P.)

BRITISH COLUMBIA CASES.

[Damages for Malicious Prosecution.

Plaintiff sued for malicious prosecution by reason of an information laid by a member of the defendant firm, charging plaintiff with the theft of $38 from defendants while employed by them as a driver. In the Police Court, the charge was dismissed. After the trial plaintiff was awarded the sum of $534 damages, of which $34 was special damage and the balance as exemplary damages. In giving judgment, the trial judge remarked that because "plaintiff's arrest had been conspicuously published, and defendants had refused to apologize or make retraction of their allegations, the sum of $500 may be some solatium to the plaintiff and have the effect of impressing on the defendants and the public that the law may not be so mercilessly set in motion."

(Judd v. Hanbury & Co.; 7th March, 1908; Morrison, J.)

The Natal Act and Hindus.*

On March 10th, eighteen Hindus were found guilty of an offence against the Act by the Police Magistrate at Vancouver, in attempting to enter the Province without being able to pass the educational test prescribed by the Act, and were each sentenced to pay a fine of $500, or in default of payment to 12 months' imprisonment. Habeas Corpus proceedings were taken on behalf of the prisoners, and after argument of the matter, the presiding judge held that the Provincial Act was repugnant to the Dominion Immigration Act, and in that sense ultra vires of the Provincial Legislature, and the conviction illegal. The prisoners were therefore ordered to be discharged.

(Rex v. Eighteen Hindus; 13th March, 1908; Morrison, J.)

The text of the judgment of Mr. Justice Morrison is as follows: "The prisoners, on whose behalf the application is made for a writ of Habeas Corpus, arrived in the port of Vancouver some days ago and were examined by Dr. Monro, the Dominion Immigration Agent, who was satisfied that they had complied with the requirements of the Dominion Immigration Act and granted them permission to land pursuant to section 17 thereof, which is as follows: 'The master of any vessel shall not permit any passenger to leave the vessel until written permission from the immigration agent to allow his passengers to land has been given the master.'

2. The immigration agent at the port of entry, after satisfying himself that the requirements of this Act and of any order-in-council, proclamation or regulation made thereunder have been carried out, shall grant permission to the master of the vessel to allow the passengers to 'leave the vessel.'

Immediately upon their landing, the provincial authorities caused their detention, and they were subjected to the test set out in the British Columbia Immigration Act, 1908, which test they failed to stand, and they were accordingly charged with an infraction of this Act, convicted and sentenced to the limit provided. The ground relied upon in this application for their release is that the British Columbia Immigration Act, 1908, is ultra vires of the Legislature. I agree with this contention. Section 95 of the B. N. A. Act, enacts: 'In each Province the Legislature may make laws in relation to Agriculture in the Province, and to Immigration into the Province; and it is hereby declared that the Parliament of Canada may from time to time make laws in relation to Agriculture in all or any of the Provinces, and to Immigration into all or any of the Provinces; and any law of the Legislature of a Province relative to Agriculture or to Immigration shall have effect in and for the Province as long and as far only as it is not repugnant to any Act of the Parliament of Canada.'

The Parliament of Canada, pursuant to the power contained in that section, passed chapter 93 of the Revised Statutes of Canada, 1906, and the amending Act

(*) For statement re application of the Act to Japanese, see *Labour Gazette* for March, 1908, p. 1163. For review of provisions of the Act see article elsewhere in present issue dealing with British Columbia legislation affecting labour, 1908.

of 1907, known as the Immigration Act, applicable to the whole of Canada. By sections 26 to 29 inclusive, certain classes of immigrants are excluded in terms. The federal legislation thus occupies "the field," as to those. Then by section 30, which enacts: 'The Governor-in-Council may, by proclamation or order, whenever he considers it necessary or expedient, prohibit the landing in Canada of any specified class of immigrants, of which due notice shall be given to the transportation companies.

2. The Governor-in-Council may make such regulations as are necessary to prohibit the entry into Canada of any greater number of persons from any foreign country than the laws of such country permit to emigrate to Canada.'

The remainder of "the field" is thus, as it were, pre-empted, showing, in my opinion, that the Parliament of Canada intended to deal exclusively with the question of immigration into Canada. But whereas the sections above referred to, point out the classes of immigrants who may not enter Canada, section 17 supra and sections 35 and 53, to my mind, clearly give a right in terms to land to immigrants such as the prisoners. If that be so, then the Dominion Act is met at once by the Provincial Act, by section 7 of which 'Any person who, or corporation which, shall in any way assist any immigrant to contravene the provisions of this Act shall be deemed to have contravened this Act and shall be liable to the penalties imposed by section 5 of this Act upon any such immigrant.'

The Privy Council last year laid down two propositions in the case of the Grand Trunk Railway Company vs. Attorney-General of Canada (1907) A. C., at page 68, viz., 'First, that there can be a domain in which Provincial and Dominion legislation overlap, in which case neither legislation will be ultra vires, if the field is clear; and secondly, that if the field is not clear, and in such domain the two legislations meet, then the Dominion legislation must prevail.' These propositions were adopted by Lord Collins in delivering the judgment in the case of Toronto vs. C. P. R. (1908) A. C., p. 54.

This last case goes very far indeed, for the power to legislate there was inferential only, whereas in the present instance, section 95 supra gives the Dominion the power in terms, and in terms enacts that in a domain where the two legislations meet and the field is not clear, the Dominion legislation must prevail. I do not think that those two Acts can stand together. They meet emphatically and therefore the Dominion Act must prevail."

Dominion Order-in-Council Invalid.

Under the Dominion Order-in-Council of 8th January, 1908, 150 Hindus were held for deportation by the Dominion Immigration officials at Vancouver, because they had not come directly by continuous passage from the land of their birth. Habeas Corpus proceedings were taken in the Courts on their behalf looking to their discharge, which have resulted in their being freed from custody. The presiding Judge proceeded upon the ground that the Order-in-Council was invalid by reason of the fact that it delegated to the Minister of the Interior powers which the Immigration Act confers on the Governor-in-Council only. His Lordship stated that he had conferred with his brother Judges upon the question and they all agreed with him in his view of the matter. In giving judgment the learned Judge said in part:—"The Governor-in-Council cannot delegate his powers in immigration matters to any Minister or official even though that official, as in this case, is the Minister of the Interior. The discretion as to what immigrants shall be admitted or refused admission must be exercised by the Governor-General-in-Council solely, as I read the Act."

(Vancouver, 24th March, 1908; Clement,J.)

ENGLISH CASES.

Right of Husband to Savings of Wife Out of Allowance for Maintenance.

A husband, an engine-driver, who was living with his wife in England, went to

South Africa in search of employment, and having obtained work there, remained away for over three years. During that time he remitted to his wife each fortnight a sum of money, part of which she spent upon the maintenance of herself and children and part she saved and deposited in the Post Office Savings Bank in her own name. No condition was attached by the husband when he made the remittances. The husband on his return from South Africa lived with his wife, but subsequently they separated. The husband claimed the amount of the savings in the Post Office Savings Bank, and the Court held, reversing the judgment of the County Court Judge, that the money belonged to him.

(Birkett v. Birkett; 30th January, 1908; Divisional Court.)

Restraint of Trade.

The defendant was employed by the plaintiff company as their manager and secretary, under an agreement which provided that he should hold office subject to termination at 12 months' notice in writing given by either party, and that he should not, whilst in the engagement or within two years after his engagement, with the company terminated, commence the same or a similar business or accept a situation as manager or assistant to any person or company in a similar business to the plaintiff company within a radius of 50 miles from the registered office of the company, unless he received written permission to do so. The defendant was dismissed without notice, and brought an action for wrongful dismissal, in which he recovered judgment. Within two years after his dismissal, he commenced to carry on a business similar to that of the plaintiffs' within the prescribed distance of 50 miles. The plaintiffs then brought an action against the defendant upon the stipulation in the agreement not to carry on a similar business. The Court held that, as the plaintiffs, by wrongfully dismissing the defendant, had repudiated the contract of employment, and that repudiation had been accepted by the defendant, the contract was completely determined, and the plaintiffs could not sue upon the stipulation in the contract.

(General Billposting Co., Ltd., v. Atkinson; 1st February, 1908; Court of Appeal).

Introduction of Diseased Aliens in Canada.

In connection with the case noted at page 874 of the January number of the *Labour Gazette*, Samuel Davies, cook, and Albert Korff, steward, have been sentenced to six months' imprisonment in connection with an attempt to introduce diseased aliens into Canada, last August, by the Canadian Pacific Railway Steamship line.

(Rex v. Davies et al.; Liverpool, 7th March, 1908.)

Method of Estimating Remuneration.

The captain of a coasting steamer was paid £216 a year, and he was provided by the owners with his food while on board, and allowances for washing. Except for a few days holiday in each year, he lived on board for the whole year. He was killed by an accident arising out of, and in the course of his employment. In proceedings by his widow for the assessment of compensation under the Workmen's Compensation Act, 1906, the County Court Judge, in ascertaining whether the deceased's remuneration exceeded £250 a year, said that the test was, what did the deceased save by his allowance of food, and upon that footing he came to the conclusion that the allowance of food did not bring his remuneration up to a sum exceeding £250, and that therefore he was a "workman" within the definition in s. 13 of the Act, and that his widow was entitled to compensation under the Act. Upon appeal by defendants, the Court held that the proper test was, what was the actual value to the deceased of the reasonable board and allowances provided for him by the owners; that the

County Court Judge had taken the wrong test, and that the case must be remitted to him.

The section of the Act referred to reads as follows:—

"'Workman' does not include any person employed otherwise than by way of manual labour whose remuneration exceeds two hundred and fifty pounds a year, or a person whose employment is of a casual nature, and who is employed otherwise than for the purposes of the employer's trade or business, or a member of a police force, or an outworker, or a member of the employer's family dwelling in his house, but, save as aforesaid, means any person who has entered into or works under a contract of service or apprenticeship with an employer, whether by way of manual labour, clerical work, or otherwise, and whether the contract is expressed or implied, is oral or in writing."

(Dothie v. MacAndrew & Co.; 12 February, 1908; Court of Appeal.)

Inclusion of Tips in Earnings.

In calculating a workman's earnings for the purpose of compensation under the Workmen's Compensation Act, 1906, where the employment is of such a nature that the habitual giving and receiving of tips is open and notorious, and sanctioned by the employer, so that he cannot complain of their retention by the servant, the money thus received in tips ought to be brought into account in estimating the average weekly earnings. Tips which either are illicit, or involve or encourage a neglect or breach of duty on the part of the recipient to his employer, or are casual and sporadic and trivial in amount, are not to be brought into the account.

(Penn v. Spiers & Pond, Limited; 17th February, 1908; Court of Appeal).

UNITED STATES DECISIONS.

Status of Women Workers.

That laundries and other concerns employing women in mechanical labour in Oregon may not require such employees to work more than ten hours a day, in compliance with the law enacted by the Legislature of that State in 1903, has been decided by the Supreme Court of the United States in the case of Curt Muller, a laundryman doing business in Portland, vs. The State of Oregon.

Muller attacked the law as unconstitutional, claiming that it puts a limitation on the power of contract. The Oregon Supreme Court upheld the statute on the ground that it is a police regulation, and its decision was affirmed by the Federal Supreme Court. The opinion of the Court was delivered by Mr. Justice Brewer. Holding first that women's rights can be no more infringed than those of men, Judge Brewer went still further, and held that on many accounts woman is entitled to greater protection than her brothers. On that point he said in part:

"Differentiated by these matters from the other sex, she is properly placed in a class by herself, and legislation designed for her protection may be sustained, even when like legislation is not necessary for men, and could not be sustained. It is impossible to close one's eyes to the fact that she still looks to her brother and depends upon him. Even though all restrictions on political, personal and contractual rights were taken away, and she stood, so far as statutes are concerned, upon an absolutely equal plane with him, it would still be true that she is so constituted that she will rest upon and look to him for protection; that her physical structure and a proper discharge of her maternal functions, having in view not merely her own health, but the well-being of the race, justify legislation to protect her from the greed, as well as the passion of man. The limitations which this statute places upon her contractual powers, upon her right to agree with her employer as to the time she shall labour, are not imposed solely for her benefit, but also largely for the benefit of all."

(Muller v. Oregon; 26th February, 1908; Supreme Court, U. S.)

Rights of Passengers on Street Cars.

Plaintiff, who with three other passengers refused to "take the car ahead," and remaining in the original car was sidetracked, and with his companions remained in the car for an hour or two brought suit in the Bronx Municipal Court against the Street Railway Company for a breach of contract in failing to carry him to his destination, and was awarded the sum of $94.22. The Street Railway Company appealed, and the judgment was unanimously reversed in

the Appellate Term of the Supreme Court of New York. In delivering the judgment of the Court, Justice MacLean said: "This particular car not having been chartered by or to the plaintiff, the defendant, under its statutory powers, could transport the plaintiff upon any other of its suitable vehicles destined to the place where he would go. No proof of any damage to the plaintiff is offered."

(Morton v. Union Railway Co.; 14th March, 1908.)

THE

LABOUR GAZETTE

MAY, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF APRIL, 1908.

I.—GENERAL SUMMARY.

THE general market for labour showed a marked increase in activity during April, compared with the preceding month. A very favourable feature was the early date at which agriculturists were able to get on the land in western Canada, seeding in the Northwest provinces having become general after April 12, and having been completed in many sections by the close of the month. This is from three weeks to one month earlier than last year. An increase estimated at 20% in the acreage sown was reported. This and the satisfactory condition of the seed-bed render the agricultural outlook in the west exceptionally favourable. In Ontario and the eastern provinces, weather conditions were less advanced, but field crops gave every indication, at the close of the month, of a heavier yield than in 1907, while prices were on uniformly high levels; wheat and clover have wintered well, and orchards promise good yields. A second important feature of the month was the engagement of large bodies of men in railway construction camps, civic improvement work and building. Nearly all of the railway camps which had closed down for the winter season reopened in April, and work was begun on several large additional contracts, especially in connection with the National Transcontinental Railway. Building promises to be less active than in 1907, except in the western provinces. In the lumbering industry several thousands of men were employed for the drives in eastern Canada, and the sawmills in several sections had already begun cutting; in British Columbia there was some increase in activity in this industry, though conditions on the whole remained quiet. In mining, the feature of the month was the unprecedentedly heavy output of the Nova Scotia collieries, which already exceeds the production of the corresponding months of 1907 by over 200,000 tons. Metalliferous mining in Ontario and British Columbia was also showing a steady increase. The coal mines of western Canada were quiet. Manufacturing was more active than in March, but orders on hand and in prospect were lighter than last year. Fishing on the Atlantic coast was somewhat quiet; in British Columbia a small salmon catch is anticipated. The opening of navigation in the closing days of the month, some days earlier than in 1907, stimulated general trade and gave employment to several thousand longshoremen, ship labourers, etc. Railway freight traffic and earnings have shown a considerable falling off during the past few weeks, and retrenchments in consequence, are in contemplation by the large companies. A decrease in the number of immigrant arrivals from Europe, and an exceptionally heavy influx of settlers and their effects from the western states have been important features of the present spring season. With regard to the general industrial and trade outlook for the summer, it was thought at the close of the month

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

that while the money stringency was still adversely felt and a spirit of caution characterized transactions generally, the favourable crop situation and the large railway developments in progress will ensure a steady improvement in conditions as the season advances.

Changes in Wages and Hours of Labour.

On the reopening of the season of activity, wages of farm labourers, railway construction hands and unskilled labourers advanced from the rates prevailing during the winter, and were for the most part on the same level as at the corresponding season of 1907, though somewhat lower in some localities as a result of the comparatively greater amount of labour offering. In connection with the arrangement of working agreements in the building and other out-door trades for the present season, the schedules which prevailed last year were, in the great majority of cases, continued. Among the changes in wages and hours, information concerning which was received at the Department during April, mention may be made of the following:—

Lumbering.—Sawyers in certain of the New Brunswick mills had their wages decreased 10 per cent. compared with last year. From $1.75 to $2.00 is the present scale paid to river drivers in that province.

Mining.—At a meeting of the joint committee of the Western Coal Operators' Association and representatives of the miners, lampmen at Michel, B. C., were granted a wage of $2.62½ per day.

Building.—Painters and decorators (95) at St. John, N. B., received an increase in wages from $2.25 to $2.50 per day of 9 hours. The same classes to the number of 30 at St. Catharines, Ont., had their wages increased from 25 to 30 cents per hour.

Woodworking.—Certain woodworking employees at Berlin, Ont., were reduced 10 per cent. in wages.

Printing.—Journeymen printers at St. John, N. B., had their wages increased 25 cents per day after a strike.

Textile.—Notices were posted in a number of cotton mills informing employees that a reduction of 10 per cent. in wages will go into effect on May 1.

Civic employees.—Civic firemen, policemen and various other civic employees of the municipality of Vancouver, B. C., obtained an advance in scale. At Fredericton, N. B., civic engineers received an advance of $50 per year in salary.

General transport.—An agreement between the longshoremen and shipping companies of Montreal was effected, by which the rates of 1907 are continued, with an arrangement in regard to the working of the bonus system. †

Cost of Living.

Wheat and grain prices were firm in April, but flour was somewhat cheaper. Milk was reduced one cent per quart in several of the cities as a result of the coming into force of summer schedules. Butter remained high. Eggs became easier in price towards the end of the month. Sugar remained high, and there was an advance in the price of confectionery by manufacturers in Ontario. Ice at certain points, will be higher than last year; at Ottawa, Ont., the price charged for the summer season will be $10, compared with $8 in 1907, while in Montreal, Que., the schedule remains unchanged. Meats remained very firm, with an upward tendency in hog products. There was an increase in the price of certain kinds of tea. The price of natural gas was advanced at St. Catharines and Thorold, Ont. Metals were advancing in price. Rentals continued to advance in several of the cities.

Interruptions to Industry.

The number of trade disputes in existence during April was 3 more than in the previous month, but the loss of time to employees through this cause was less by about 4,550 working days. Compared with April, 1907, there were 25 fewer disputes, and a decrease of 83,750 in the number of working days lost. Negotiations for the renewal or amendment of agreements that would expire on May 1, were conducted during the month, and very few trade disputes were anticipated through failure of these negotiations.

† See also special article elsewhere in present issue.

Among industrial establishments, etc., destroyed by fire or through other causes during April, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Printing office and theatre at Glace Bay, loss, $12,000; two hotels at Halifax, loss, $5,000 observatory of Acadia College at Wolfville; three stores at Yarmouth.

The Canadian Pacific Railway company's steamship "Mount Temple", which has been lying on the ledges at Ironbound Island, N.S., for nearly five months was floated and safely towed into Halifax harbour on April 18.

New Brunswick.—Sawmill at Bathurst, loss, $75,000; sawmill, gristmill, butter factory and store at Buctouche, loss $50,000; sawmill at Richmond, loss, $2,500; three tenements, factory and four stores at St. John, loss, $28,000; business block at Woodstock, loss, $10,000.

Quebec.—Stable and stock at Brown's Flats, loss, $2,000; hotel and general store at Boucherville, loss, $12,000; general store at Cap Rouge, loss, $5,000; hotel and railway station at Chateauguay Basin loss, $40,000; warehouse at Cookshire, loss, $3,000; sugar house at Glen Sutton; furniture factory at Hull, loss, $7,000; sugar house at Knowlton; bakery at Montreal; sawmill at Mechins; tailor shop at Maisonneuve, loss, $8,000; sugar house at North Pinacle; bakery at Rivière à Pierre, loss, $1,600; farm house and granary at Sherbrooke, loss, $13,000; woollen mill (partial) at Sherbrooke; grocery at St, Johns; shingle mill at Stanstead, loss, $2,000; convent at Quebec, loss $30,000; glass factory, packing department at Montreal, loss, $12,000. Spring freshets caused considerable damage along the rivers in Quebec, booms containing great numbers of saw logs on the Rivière du Lievre ond on the Batiscan river having been carried away by the high water and the logs scattered into the Ottawa and St. Lawrence. Considerable damage was done to other property, at Lachute, Que., and in the vicinity of Montreal. On April 26 a slide of land took place on the shore of the Lievre River and destroyed a large portion of the village of Notre Dame de la Salette in the County of Labelle, causing the death of 33 persons. The damage to real estate was valued at $50,000.

Ontario.—Box and barrel factory at Burlington, loss, $3,500, 20 hands out of employment; assay office at Cobalt, loss, $3,000; cereal works at Ingersoll, loss, $25,000; hotel at Leamington, loss, $5,000; skating rink at Lindsay; glass works, furniture works and wire works at London, loss, $300,000, 40 hands out of employment; general store at Marmora, loss, $17,000; agricultural implement works at Napanee; store house at Mattawa; elevator and grain at Paris; business block at Rodney loss, $10,000; stable and 15 horses at Seaforth; planing mill at Smiths' Falls; lumber at Port Arthur; three tenements at Riverdale, loss, $1,500; cutlery factory at St. Catharines, loss, $150,000; cloak factory at Toronto, loss, $35,000; bakery at Toronto, loss, $5,000; Grand Trunk elevator at Toronto, loss, $100,000; Academy of Art at Toronto, loss, $6,000; trading house and restaurant at Wabigoon.

On April 9 a gale caused considerable damage to property along the shores of Lake Ontario.

Manitoba.—Church at Winnipeg, loss, $70,000; elevator and 7,000 bushels of wheat at Eden.

Saskatchewan.—Granary at Bethune, loss, $5,000.

Prairie fires in the third week of the month swept certain portions of Saskatchewan, and caused loss of life and property; the fires were extinguished by rain at the close of the month.

Alberta.—Confectionery store at High River, loss, $15,000; store at Lethbridge, loss, $10,000.

British Columbia.—Power and light substation at Nelson; door factory at Vancouver, loss, $70,000; business block at Victoria, loss, $122,000.

Yukon Territory.—Hotel at Discovery, loss, $10,000.

Conditions in the Industries and Trades.

Conditions of employment during April in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette* and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

The most import nt feature of the month was the favourable weather prevailing, and the rapid progress made in the Northwest provinces. Seeding became general in the second week of the month and had been completed in many sections at the close. This is from three weeks to one month earlier than last year. The land was in excellent condition, the seed-bed containing sufficient moisture to carry the crop into June without additional rainfall. The area planted was estimated to be nearly 20 per cent. more extensive than in 1907, owing to the fact that favourable weather during the past autumn enabled a much larger amount of ploughing to be completed, and that the mild winter and early spring have greatly facilitated general farming operations. It was thought that the high price of seed oats may have a tendency to lessen the area devoted to that crop and to increase the area devoted to wheat. The distribution of seed grain by the government was progressing favourably, wheat being in the farmers' hands on April 15, and oats and barley at the close of the month. The fall-wheat crop in Alberta wintered well. Weather conditions throughout the month were favourable to growth. At the close of the month, it was stated that 15 per cent. of the wheat sown was showing above the ground. A heavy influx of settlers from the United States will considerably increase the aggregate argicultural returns. It may be stated in summing up that the outlook in western Canada at the close of April was exceptionally promising.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling).	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Quiet	Quiet	Dull	Very busy	Busy	.....	Quiet
Westville	Busy	.....	Active	Very busy	Active	.....	Quiet
Halifax	Quiet	Active	.....	.....	.....	.....	Active
Amherst	Quiet	Active	Very dull	Very busy	Quiet	.....	Quiet
Prince Edward Island—							
Charlottetown	Active	Active	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Quiet	Quiet	Active	Quiet	Active	Busy	Quiet
St. John	Active	Active	Active	.....	.....	Busy	Active
Quebec—							
Quebec	Active	.....	Active	.....	Quiet	Busy	Quiet
Sherbrooke	Active	.....	Active	Active	Quiet	.....	Active
Three Rivers	Active	Dull	Active	.....	Active	Busy	Active
St. Hyacinthe	Active	.....	.....	.....	Dull	Active	Quiet
Maisonneuve	.....	.....	.....	.....	Quiet	.....	Quiet
Montreal	.....	.....	.....	.....	Quiet	.....	Quiet
Hull	.....	.....	Busy	.....	Busy	.....	Quiet
Ontario—							
Ottawa	Active	.....	Busy	.....	.....	.....	Active
Kingston	Active	Active	Active	.....	Active	Active	Active
Belleville	Active	Dull	Dull	Active	.....	.....	Active
Peterborough	Busy	.....	Active	.....	Active	.....	Quiet
Toronto	Active	.....	.....	.....	Quiet	.....	Quiet
Niagara Falls	Active	.....	.....	.....	Active	.....	Quiet
St. Catharines	Busy	.....	.....	.....	Active	.....	Quiet
Hamilton	.....	.....	.....	.....	Dull	.....	Quiet
Brantford	Quiet	.....	.....	.....	Quiet	Active	Quiet
Guelph	.....	.....	.....	.....	Quiet	.....	Quiet
Berlin	Active	.....	.....	.....	Dull	.....	Quiet
Woodstock	Active	.....	.....	.....	Quiet	.....	Quiet
Stratford	Active	.....	.....	.....	Active	.....	Active
London	.....	.....	.....	.....	Dull	.....	Active
St. Thomas	Active	.....	.....	.....	Active	.....	Busy
Chatham	Active	.....	.....	.....	Very dull	.....	Dull
Windsor	Busy	.....	.....	.....	Active	.....	Active
Sault Ste. Marie	.....	.....	Active	.....	Dull	.....	Quiet
Manitoba—							
Winnipeg	Busy	.....	Busy	.....	.....	.....	Quiet
Brandon	Busy	.....	Busy	.....	Quiet	Busy	Quiet
Saskatchewan—							
Regina	Active	.....	.....	.....	.....	.....	Active
Moosejaw	Busy	.....	.....	.....	.....	Active	Active
Alberta—							
Calgary	Busy	.....	Quiet	Quiet	Quiet	.....	Dull
Edmonton	Very busy	.....	Busy	.....	.....	Busy	Quiet
British Columbia—							
Nelson	.....	.....	Quiet	Active	.....	.....	Active
New Westminster	Active	Active	Active	.....	.....	.....	Active
Vancouver	.....	.....	.....	.....	.....	Busy	Quiet
Victoria	.....	Quiet	Active	.....	Active	.....	Active
Nanaimo	Busy	Quiet	Very dull	Dull	.....	Active	Quiet

DEPARTMENT OF LABOUR CANADA.
STATISTICAL TABLE SERIES G., No. 50.

CANADA DURING THE MONTH OF APRIL, 1908.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active

Metal, Engineering, Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	.....	Active
Active	Quiet	Quiet	.....	Active	.....	Active	.....	Active
Active	.....	Quiet	Quiet	.....	.....	Busy	.....	Active
Active	Quiet	Active	Active	.....	Active	.....	Active	Dull
Active	Active	Busy	Active	Active	Active	Active	Active	Active
Active	Active	Active	Very busy	Active	Quiet	Busy	Active	Quiet
Busy	Active	Active	Busy	Active	.....	Active	Active	Active
Active	Busy	Active	Active	Active	Quiet	Active	Quiet	Dull
Quiet	Active	Active	Active	Active	.....	Quiet	Quiet	Quiet
Active	Active	Active	Active	Active	Active	Active	.....	.....
Active	Active	Busy	Quiet	Active	Active	Active	Active	Dull
Quiet	Quiet	.....	.....	.....	.....	.....	.....	.....
Quiet	Quiet	Active	Active	Quiet	Active	Active	Active	Dull
.....	.....	.....	.....	.....	.....	Busy	.....	Active
Quiet	.....	Active	Quiet	Quiet	.....	Quiet	Quiet	Active
Active	Busy	Busy	Active	Active	Active	Active	Active	Active
Active	Busy	Active	Active	Active	Busy	Active	Active	Quiet
Quiet	Active	.....	Active	Active	Active	Active	Active	Dull
Quiet	Quiet	Active	Active	Active	Quiet	Active	Quiet	Dull
Quiet	.....	Active	Active	.....	.....	Active	.....	Active
Active	Active	Active	Active	Active	Active	Active	Active	Active
Quiet	Quiet	Active	Quiet	Active	Active	Active	Active	Very dull
Quiet	Active	Active	Active	Active	Active	Active	Active	Dull
Quiet	Dull	Active	Busy	Quiet	.....	.....	.....	Very dull
Quiet	Quiet	Active	Active	Active	Active	Active	Active	Very dull
Quiet	Quiet	Quiet	Busy	.....	Busy	.....	.....	Very dull
Active	Active	Active	Active	Active	Busy	Active	Quiet	Very dull
Dull	Dull	Active	Active	Dull	Active	Quiet	.....	Dull
Quiet	Active	Active	Busy	.....	.....	Quiet	.....	Quiet
Dull	Very dull	Active	Busy	Active	.....	.....	.....	Very dull
Active	Active	Active	Busy	Active	Quiet	Active	Active	Active
Quiet	Active	Active	Active	Active	.....	.....	.....	Dull
Quiet	Dull	Dull	Very dull	Active	Active	.....	.....	.....
Quiet	Quiet	Active	Active	Actvie	.....	Active	Active	Quiet
Dull	.....	Active	.....	Quiet	.....	.....	Quiet	.....
Active	Quiet	Active	Quiet	Busy	.....	Active	Active	Active
Quiet	Quiet	Quiet	Active	Active	Quiet	Quiet	Quiet	Dull
.....	.....	Quiet	.....	Active	.....	.....	Dull	Dull
.....	.....	.....	.....	.....	.....	Dull	Dull	Dull
Quiet	Quiet	Active	Active	Quiet	.....	Active	Active	Quiet
Quiet	Quiet	Quiet	Very dull	Quiet	Dull	Active	Dull	Dull
Active	Quiet	Quiet	.....	Active	.....	Active	Active	Active
Quiet	.....	.....	.....	.....	.....	Quiet	.....	Quiet

In Ontario and the eastern provinces unfavourable weather in the first week of the month delayed operations, and the season on the whole was somewhat backward. A good deal of seeding and ploughing, however, was completed, and the pruning and spraying of orchards was in full progress. The maple sugar season came to an end under exceptionally favourable conditions. Fall-wheat and clover wintered well, and pastures are in good condition.

Prices of farm produce remained firm, hog products showing a marked upward tendency. Eggs declined in price somewhat earlier this year than last. Butter has fallen off in price, but was higher than at the corresponding period of last year. The exceptionally high price of clover seed will have the tendency to curtail the area seeded this year. Orchards throughout Canada were reported in excellent condition.

Farm help was in active demand throughout the Northwest provinces; it was stated that 1,000 additional men could have been taken on in Manitoba during the progress of seeding. Wages were on about the same level as in 1907. In Ontario and in the Eastern Townships of Quebec there was likewise a demand for men.

According to a statement issued by the Ontario Agricultural College, the number of barns struck by lightning in 1907 was 61, of which 14 were burned. The total loss was $105,311. There were 5 houses burned and 14 damaged at a loss of $3,268. In addition, 222 cattle, 137 sheep, 71 horses, 21 pigs and 151 trees were struck.

A delegation representing the Grain Growers' Association of Manitoba and Saskatchewan and the Alberta Farmers' Association had an interview with the Dominion Government during April to request the enactment of certain legislation approved at a conference of representatives of these associations held at Saskatoon, Sask., in February.

Fishing.

The lobster season opened in the Maritime provinces, but only small catches were reported up to the close of the month. The presence of ice off the coasts hampered herring and mackerel fishing, but favourable reports were received from the deep-sea fishing grounds. Gaspereaux were very plentiful in the Kennebecasis. Seventy-five millions of white fish were planted in Lakes Ontario, Erie and Huron by officials of the Dominion Fisheries Department during April. In British Columbia the catch of spring salmon showed an increase compared with March, and some good fares were reported by halibut fishermen. Whale fishing off Vancouver Island continued active. The number of canneries to be operated on the Fraser River during the coming season will probably be less than in many years past, owing to the small pack expected. An association of northern British Columbia salmon canners, to regulate the price of fish and the number of boats to be operated, has been formed; it was stated that the price would be ten cents per fish throughout the season from Smith's Inlet to the Naas. The organization of a large fish and cold storage company, with headquarters at Prince Rupert, was in progress; the company proposes to employ 2,000 men.

It was announced by the Right Honourable Sir Wilfrid Laurier, Prime Minister of Canada, on April 13, that a treaty had been signed between the United States and Great Britain, by which all waters contiguous to the United States and Canada will be placed under a commission which will make regulations for the fisheries. The appointments on the British side will belong exclusively to the Government of Canada.

A shipment of live lobsters was made from Halifax, N. S., to the Pacific coast under the direction of the Department of Fisheries, Canada, for the purpose of introducing these crustaceans into the Pacific ocean.

Lumbering.

In Ontario and the Eastern provinces the men for the drives were engaged and large numbers had left by the end of the month. A few mills had begun sawing, for the most part on last year's logs. The ice was still holding on the northern lakes, but the prospects for an abundance of

water for the drives were considered good. In southern Quebec exceptionally heavy quantities of pulp wood have been received. In British Columbia there was some increase in activity at the mills, but conditions on the whole remained quiet. The provincial government raised the embargo on the exporting of logs, owing to the surplus now in the water and the fact that damage was being caused by the teredo.

At a meeting of Canadian paper makers held at Montreal, Que., the prohibition of the exportation of pulp wood was advocated.

Mining.

The Nova Scotia collieries have had a very busy winter and spring season, the output being largely in excess of that of the corresponding period of 1907. In March, 1908, for example, the output of the Dominion Coal Company's mines was 346,529 tons; the highest output previously recorded in this month was 310,220 tons in March, 1906. The shipping season began two weeks earlier than last year, and the outlook is for the most active year in the history of the industry (†). The Dominion Coal Company's shipping fleet for 1908, numbers 16 vessels, of which 10 are chartered. Activity in the development of the iron mine industry in the Miramichi district, N. B., was pronounced during April. In Quebec and Ontario, conditions were more active than in March owing to seasonal causes, though mica and copper mining remained quiet. Shipments from the Cobalt camp continued heavy. In Alberta and British Columbia, the coal mines were quiet. The metalliferous camps of the Boundary and Rossland districts, however, were active. The output from the Granby mines, for example, was considerably heavier than during the same period last year. Shipments of silver from the Trail, B. C., smelter have been over 1,000,000 ounces during the past six months. The Rossland mines have been shipping between 5,500 and 6,000 tons of ore per week. The supply of coke, cars, labour, etc., was plentiful. Enlargements of the Granby plant will be undertaken in the near future. Some additions will be made to the smelter plant of the Dominion Copper Company before work is resumed. Men were being engaged in Vancouver, B. C., for hydraulic mining operations in the Yukon.

The sixteenth annual meeting of the Mining Society of Nova Scotia was held at Halifax, N. S., March 25-28.

A special committee was recently appointed by the Commissioner of Public Works and Mines of Nova Scotia to investigate the explosion in the Port Hood-Richmond Coal and Railway Company's colliery, which occurred on February 7th. A thorough investigation of the mine was made. The findings of the committee were in part as follows:—

> The nature of the explosion is undoubtedly one of gas. It occurred in the back head and balance, from which it scattered in all directions, the most of its force having been exerted along the upper level for a distance of 400 feet, and in No. 4 slant extending out the lower level a distance of 400 feet.*** As to how the explosion occurred, whether set off by a naked light, fired by powder from a can or shot, no one will ever be able to tell, as all in that section of the mine were killed.

Manufacturing.

Though quietness continued in several branches and localities, there was a tendency towards an increase in activity in the larger industrial centres. Orders, however, were light compared with those of the spring season of 1907. Shipbuilding plants were as a rule busy, but cotton mills decreased in activity during April. The rail mill of the Lake Superior Corporation at Sault Ste. Marie, Ont., ceased operations for an indefinite period on April 18, owing to lack of orders from railway companies. In Nova Scotia, the Dominion Iron and Steel Company's plant was busy, but that of the Nova Scotia Iron and Steel Company was quiet. Other smelters were somewhat quiet.

At a special meeting of the Ogilvie Flour Mills Company, held at Montreal, Que., for the purpose of readjusting capitalization, it was stated that since the formation of the company in 1902, aggregate profits had amounted to $2,856,514, which, after payment of interest on bonds and dividends on stock, left a bal-

(†) For detailed statements see reports of Sydney, Westville and Amherst. N. S., correspondents in present issue.

ance of $1,503,764. The common stock of the company was increased.

Cement factories have recently been very busy. A meeting was held at Toronto, Ont., for the purpose of effecting an organization of manufacturers and dealers.

Railway Construction.*

There was a considerable increase during April in the amount of railway construction in progress. Many camps which had been closed down for the winter resumed operations, and work was very active in connection with the beginning of new contracts. The most pronounced activity was in connection with the National Transcontinental line, and especially in connection with the new contracts recently awarded in British Columbia and in New Brunswick. In the latter province, work was commencing at the close of the month on the contracts which the Willard Kitchen Company of Fredericton, N. B., had been awarded for the 32 miles of the road between the Tobique river and Grand Falls. The section is estimated to cost about $3,000,000, and to employ about 1,000 men on construction. The contract calls for the completion of the work by September, 1910. In British Columbia, some 6,000 men will be given employment on the 160 miles of line eastward from Prince Rupert. Several heavy orders were given for supplies and outfits in this connection during April; it is estimated that when the contract is fully in progress, about $500,000 will be distributed monthly for wages and supplies. The section from Edmonton, 120 miles west, will employ about 2,000 men. Tenders will be asked for the building of 129 additional miles of the mountain section shortly. On the prairie sections of the road, work was actively resumed during April and rapid progress made. It is expected that a through train service from Winnipag, Man., to Saskatoon, Sask., a distance of 478 miles, will be inaugurated on July 1.

The sum of $125,000 will be spe t on improving the roadbed of the E. & N. Railway on Vancouver Island.

Bonds to the extent of $15,000,000 were successfully disposed of by the Grand Trunk Pacific Railway Company in Great Britain.

A scarcity of ties has delayed work on the Canadian Pacific line between Winnipeg and Fort William.

General Transport.

Railway traffic was lighter than at the corresponding period of 1907. Earnings of railway companies during March and April have shown a considerable falling-off in both passenger and freight departments, especially the latter. In the closing ten days of March, the combined decline of Canadian Pacific and Grand Trunk Railway earnings amounted to $500,000. As a result of these conditions and of the opening of navigation, the amount of work available for railway hands was less than in April, 1907, and some train crews were laid off. Railway shop employees were also quiet; at the Canadian Pacific Railway Company's Angus shops at Montreal, some 800 hands were laid off in the opening week of April. In view of prevailing conditions, negotiations were conducted between the Canadian Pacific and Canadian Northern Railway Companies and certain of their shop employees, with regard to a proposed cancellation by the companies of existing wage agreements, the matter being referred for adjustment to a board under the Industrial Disputes Investigation Act, 1907 (†). Word was received later at the Department of Labour that an arrangement had been effected in the case of the Canadian Northern Company and its employees.

The half-yearly meeting of the Grand Trunk Railway Company of Canada was held at London, England, on April 9 It was reported that as a result of the financial crisis in the United States and

(*) For a statement with regard to contracts awarded and progress made in connection with the National Transcontinental Railway, with an estimate of the amount of work remaining see special article in the present issue under the heading, "The National Transcontinental Railway Progress made on construction".

(†) A detailed account of the action of the companies in this matter and of the negotiations leading up to the appointment of the board is given in a separate article elsewhere in the present issue.

the crop shortage, a diminution in traffic had occurred, to offset which a policy of retrenchment in working expenses had been adopted. Gross receipts for the half year were £3,763,000, an increase of £178,000. For the whole of the year 1907, the gross receipts were £7,144,000, and the increase over the preceding year £538,000. The working expenses for the half year showed an increase of £149,400. The proportion of expenses to gross receipts was 72.03, compared with 71.45 per cent. in the previous year. Some 22 new stations were built last year. The increase in wages is referred to as the chief cause of the advance in working expenses. With reference to the Grand Trunk Pacific, it was stated that about 1,000 miles of the company's part of the work, or a good deal more than one half, would be completed at the end of the present year.

Street railway employees during April were busy, and earnings of companies continued heavy. (†).

The opening of navigation some days earlier than in 1907 was a feature of the month, affecting industry and labour very favourably. The first steamship from Europe arrived in Quebec on April 26 and left for Montreal on the 29th. In 1907, the first boat to leave Quebec for Montreal was on May 2nd. Coal shipments from the Maritime provinces were greatly facilitated, and the opening of traffic on the canals and on the great lakes was felt at once by many branches of trade. Longshoremen, in the closing days of the month, had entered upon their active season. At Montreal and at Quebec, negotiations between this class and the employing shippers were in progress during the month. (‡)

Returns for the port of St. John, N.B., during the past winter season were heavier than in the preceding year, but show a material falling off in trade with the United States. The increase was chiefly in grain shipments.

A resolution was passed by the House of Commons providing for a subsidy of $100,000 per year for a period of ten years, to establish and maintain direct steamship communication with France.

(†) See report of Montreal correspondent.

(‡) See reports of Montreal and Quebec correspondents in the present issue; see also under heading "Changes in wages and hours" above.

The Trades.

Building.—Activity was resumed at many points, but at others weather conditions, during the first half of the month especially, were not favourable for outside operations. The outlook for the coming season is less promising than a year ago, a considerable falling-off in the number of building permits issued being reported in several of the larger centres, including Montreal, Toronto, Hamilton, London and Winnipeg. In the Northwest provinces and in British Columbia, however, the year promises to be very active.

Metal and woodworking.—Employees in metal and woodworking establishments had, on the whole, a better month than in March, though the effect of the money stringency was still felt, and orders were lighter than at this time last year.

Printing.—The allied trades had a fair month. The closing of several provincial legislatures affected trade in certain localities; on the whole, the volume of business was well maintained.

Clothing.—Journeymen tailors had a busy month, business showing a marked improvement compared with March. Garment workers, hat and cap makers and boot and shoe workers were somewhat quiet.

Textile.—A falling-off in activity was reported in the cotton mills.

Leather.—The market for hides and leather was unsettled. Tanners and curriers, however, were fairly active. Trunk and bag makers, etc., had a good month.

Food and tobacco preparation.—Bakers and butchers were fairly well employed, but confectioners were quiet. Cigarmakers have been very dull for some weeks past. The larger flour mills were fairly busy, but some of the smaller mills were quiet, especially in western Canada.

Miscellaneous.—Barbers, hotel and restaurant employees and laundry workers etc., were active.

Unskilled labour.—The amount of employment available increased largely during April. The demand for experienced

men on farms, in railway construction camps and on the lumber drives was very active, being in some localities greater than the supply. The beginning of building and civic improvement work also gave employment to a large number. In some cities, however, there were a number of the less skilled grades without employment.

Canadian Trade and Revenue.

Foreign trade.—During March, 1908, the total value of imports entered for consumption was $30,052,232, compared with $36,842,076 in March, 1907. The total value of imports for the twelve months ending March 31, 1908, was $358,373,685, compared with $340,364,745 for the corresponding period of 1907. Total domestic exports during March, 1908, amounted to $17,943,487, compared with $14,760,273 in March, 1907. The total domestic exports for the twelve months ending March 31, 1908, amounted to $246,960,968, compared with $239,634,767 in the corresponding period of 1907. In March, 1908, there were increases in exports of the mine, the fisheries, the forest, agriculture and manufactures, and a decrease under animals and their produce.

Imperial trade.—Openings were reported in the British market for Canadian butter, the best quality of apples, Canadian made pianos, and oil-cakes. It was suggested that Canadian boot and shoe manufacturers should make lighter products for trade with the West Indies. In Barbadoes, it is stated, Canadian commercial travellers might obtain good results. There was an increased demand for British Columbia timber in New Zealand. Openings were reported in Australia for Canadian pulp, glazed kid, carbide, boots and shoes, chair seats, picture mouldings and veneers. In South Africa it was suggested that the Canadian Manufacturers' Association should establish a commercial information bureau in Cape Town, and that price lists be at once furnished for the following lines of goods:

Agricultural implements, windmills, well-boring machinery, hardware and cutlery, carriages, barbed fencing wire, plain fencing wire, boots and shoes, wire nails, horse shoe nails, fencing standards, wire netting, machinery (mining), furniture of all kinds, haberdashery, stoves, tools, hats and caps, hosiery (cotton, silk and woollen), hoes and picks, musical instruments, leather (enamelled and morocco), paper (bags, wall and printing), leather (patent) machinery (electrical), machinery (manufacturing).

Domestic trade.—Trade, wholesale, and retail, showed little change from March. Purchases were increasing at the close of the month owing to improved weather conditions. The Easter trade was satisfactory. Collections were fair. Canadian securities were on somewhat higher levels than in March, and there was an increase in trading on the various stock and mining exchanges. Shipments of building hardware and railway construction material were heavy. There has been some improvement in the money market in western Canada, the principal and interest on loans having been well met during the winter season, though somewhat slower in coming in than last year. Bank clearings have shown an increase, though banks were still refusing to issue large loans until the grain for May delivery has been liquidated. Real estate was more active than in some months past.

The Canadian bank statement for March, 1908, showed total assets of $975,723,871 and total liabilities of $735,905,530. Notes in circulation amounted to $71,233,718, and deposits payable on demand to $148,665,791.

The twenty-sixth annual meeting of the Western Bank of Canada was held at Oshawa, Ont., during April. The capital of the bank is $550,000, rest fund $350,000 and circulation $398,010. Net earnings for the year ending February 29th last were $88,784, about $5,000 more than for the previous year.

Canadian revenue.—Canadian revenue during March, 1908, amounted to $7,107,683.56, compared with $7,827,943.88 in March, 1908. For the twelve months ending March 31, 1908, the total revenue was $94,708,982.92 compared with $86,805,494.69 during the corresponding period of 1906-07. The total expenditure on capital account during March, 1908, was $2,357,063.92, compared with $1,033,815.01 in March, 1907. The total expenditure on capital account for the year ending March 31, 1908, was $28,125,-

552.54, compared with $13,967,220.49 in the corresponding period of 1906–07. The leading items of expenditure during March, 1908, were Public Works and Canals, $2,043,534.09 and Bounties $215,138.44.

Notes.

Florists reported plants for Easter somewhat backward.

The annual meeting of the Western Ontario *Good Roads Association* was held at Toronto, Ont., March 24–25.

The second annual meeting of the *Domestic Science Association* of Nova Scotia was held at Halifax, N. S.

The city of Sherbrooke, Que., will take over the plant of the Sherbrooke Power, Light and Heat Company from May 1 (*).

A special meeting of the general executive of the Canadian Federation of Textile Workers was held at Montreal on April 5, for the purpose of electing a president and secretary.

The first shipment of silver coin was made from the *Canadian Royal Mint* on April 1, a total of $24,000 being sent to various parts of the country. The coins were of all denominations.

Owing to the high price of fruit in 1907 large stocks of glass *preserving jars* were left over. Trade in this line has since been quiet, but it is expected that the requirements of the present season will absorb the surplus.

As a result of the failure of certain brewery companies of the Province of Quebec to form an amalgamation with a capital of $10,000,000, the association which was formed in 1907 for the regulation of prices has been dissolved.

At a special meeting of the public school board of Hamilton, Ont., the following resolution re *technical education* was passed:

"That this board heartily endorses the proposal of the technical board for the establishment of a technical manual training school and that it is willing to bear its share of the cost of maintenance if the Ontario goverment will give a grant to equip and erect a suitable building."

During April, the business of Smallman & Ingram, retailers of dry-goods at London, Ont., was re-organized. About $50,000 of stock at par was offered to some 40 of the employees, who had been the longest in the company's service.

A deputation of *jewellers* from Montreal, Hamilton and Toronto waited upon the Dominion government to urge the government to bring into operation the Gold and Silver Stamping Act by October next.

According to returns from nine companies operating sixteen furnaces, the total Canadian production of *pig iron* in 1907 from both Canadian and imported ores was 651,962 short tons valued at $9,125,226, an increase of nearly nine per cent. in quantity over the amount made in 1906.

The *Legislature of Prince Edward Island* prorogued on April 15. Thirty-six acts were assented to, including an act to prohibit the use of motor vehicles on the public highways, an act to amend the Oyster Fisheries Act, and an act to consolidate and amend the Public Health Act.

The *Canadian Society of Forest Engineers* was organized at Toronto with a membership of thirteen. The object of the Society is "the advancement of its members in the theory and practice of forestry by the discussion of technical and professional topics, the promotion of a better mutual acquaintance among Canadian foresters, and the cultivation of an esprit de corps among the members of the profession."

The total receipts of the city of Toronto during the past year amounted to $13,121,499.49, of which $4,090,076.29 were from taxation. The street railway yielded $500,601.24; waterworks, $536,615.31; rentals of city property, $245,308.54; licenses, $162,017.66; Industrial Exhibition Association, $20,515.92; with other items of revenue making a total of $1,550,668.41. Special deposits, including funds, totalled $1,987,522.86, and the proceeds of debentures issued $2,777,072.89.

During April a deputation representing the Retail Merchants' Association of Canada appeared before a committee of the Senate to protest against the enactment of the proposed Co-operative Societies, Act. Representations as to the constitutionality of the proposed measure

* See report of Sherbrooke, Que., correspondent.

were also made on behalf of the provinces of Quebec, Ontario and Saskatchewan.

The *Legislature* of the Province of Saskatchewan was opened on April 1. In the speech from the throne, the present industrial situation in the province was stated to be satisfactory, with prospects bright for continued growth and development. The distribution of seed grain, the proposed inauguration of a public telephone system, the establishment of a provincial university, and the erection of legislative and departmental buildings were also referred to.

During the month word was received in the Department to the effect that measures based on the *Industrial Disputes Investigation Act*, 1907, of Canada, would in all probability be introduced into the legislatures of New South Wales and the Transvaal respectively, at an early date. The informant in the case of New South Wales was Mr. J. S. Larke, commercial agent at Sydney, N. S. W., and in the case of the Transvaal, the Honourable S. Warrington Smythe, Minister of Mines.

At a meeting of the Executive Committee of the *Canadian Public Ownership League*, held at Toronto, the following resolutions were passed:—

1. "That this league has learned with great satisfaction of the action of Manitoba and the new provinces of the West in establishing publicly owned telephone systems, and we consider the time has arrived when the Province of Ontario should take active steps in the same direction.

2. "It is the opinion of this league that no further aid should be given either by Federal or Provincial Governments for the construction of new lines of railway, either in the nature of cash bonus, lands or guaranteeing of bonds, and that where colonization roads are necessary they should be built, owned and controlled by the people."

The *Foremen's Association* of the government printing bureau at Ottawa, numbering ten persons, and governing a working staff of over 450, has petitioned the Honourable the Privy Council of Canada to be placed in the Civil Service with first-class standing. The reasons advanced in support of the proposed change are: That they have to share the responsibility of the executive management of the bureau; that they could better enforce discipline if given a higher standing; that their work is of a highly technical and specialized character; that, notwithstanding the increased cost of living, their wages have not been advanced in the past four years and only at the rate of $15 per year during the past 18 years; that salaries in much smaller offices in Canada are higher, while the corresponding class in the government printing bureau at Washington, D. C., receive $2,000. In a proposed amendment to the Public Printing and Stationery Act, the foremen suggests a clause providing that no one be appointed chief of a division unless he has had at least five years' experience in an executive capacity in a similar division of a printing office.

With reference to *government telephone systems* in western Canada, it was announced during April, that $500,000 would be expended by the government of Manitoba on extensions to the provincial system, consisting of new long distance lines, additional circuits on existing long distance lines, the connection of rural subscribers to existing farm lines, and the building of exchanges. In the province of Saskatchewan, the report of Mr. Francis Dagger, who was engaged as an expert by the legislature in 1907, was presented to the legislature. The report stated that there are at present in Saskatchewan approximately 3,250 telephones, or an average of one to every 92 inhabitants. The long distance service was stated to be inadequate to the needs of the province, and a policy of government ownership and control was recommended. The establishment of local exchanges, it was recommended, should be left with municipal councils, the ideal condition being that municipalities should own and operate local services. With regard to rural or farm telephones, the lines of which it was stated could be built at a cost not exceeding $100 per mile, the establishment of experimental lines under government assistance was recommended as a first step. It was announced during April that the system of the Bell Telephone Company in Alberta had been taken over as a going concern from April 1; the price paid was $675,000.

A deputation of representatives from various towns and cities situated on the banks of the Grand River, Ontario,

waited upon the provincial government in April, and asked that a commission be appointed to outline a permanent and comprehensive scheme for the prevention of floods, and for the reforestation of lands at the head of the Grand River. In view of the fact that southwestern Ontario is destined to be a very important manufacturing centre and a densely populated section, the development of its natural resources is regarded as of the first importance. In replying to the deputation, the Premier of Ontario stated that immediate and careful attention would be given to the matter.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions continued active during April. All the larger industries were in continuous operation, while the factories which had been on short time, resumed their normal condition and were making preparations for a busy summer. Transportation by rail continued heavy, the bulk of the freight carried being steel ingots and steel rails. The shipping season opened two weeks earlier than usual. The small coasters were the greatest gainers by the favourable conditions. Sydney harbour was unusually free from ice, and the ferry boats began to run early in the month

The iron and steel industries were active, and so far have been unaffected by the depression which has touched the steel trade in the other provinces, and the United States. Sydney Steel Works had a good month, and have sufficient rail contracts to keep them busy for many months to come. The Nova Scotia Steel Works which had been affected to a considerable degree by the depression early in March, now report trade much improved, and the outlook growing brighter with each month. Contracts, however, are scarcer and prices lower, than during April of last year. This company posted notices in March that if trade did not improve a general reduction in wages of 10 per cent. would be put into effect on May 1st. These notices were later taken down, an indication that conditions were more favourable.

The coal trade was very active throughout the month, every company operating to its full capacity. The Dominion Coal Co. taking advantage of early navigation sent a number of coal steamers up the St. Lawrence. These, however, were detained in Louise Basin without being unable to unload, owing to ice conditions further up the river. The company had expected that they would be able to place as much coal in Montreal territory in April as they had done in May of last year, but the ice conditions above Quebec prevented them doing so. The Dominion Collieries continued to give very large outputs the whole month. One of the collieries has been under repairs for several weeks. No. 12, the new colliery on the Victoria areas, is being rapidly developed. Contracts for a large number of miners' cottages have been let. Work on the branch line of railway leading out to the main line is being pushed ahead with all possible speed. The Nova Scotia Company's collieries were also active; one new colliery is being rapidly developed, while No. 2 Sydney is being pumped out, to be re-opened when free from water. Port Hood Mines have been equipped for an output of 600 tons per day. Labour being more plentiful than for years past, this colliery has now a fair supply, and will, no doubt, increase its output largely during the present year. Inverness Colliery which last year made large gains in output, is being further developed with a view of still greater outputs. Mabou, which ships a splendid quality of coal, expects to be able to place 200,000 tons of coal on the market.

There will be a fair amount of work for the outside trades around the mining districts. Wholesale and retail trade were good.

The Glace Bay Electric Tram Co. installed a supplementary electric plant at Dominion No. 4. The power for this tramway was formerly supplied from Sydney, but is now fully generated in the Glace Bay District.

The mine workers, the iron and steel workers, the Nova Scotia Steel Co. and the citizens and town of Sydney mines will in the near future open a new hospital with a capacity of twenty beds. The hospital with its equipment cost $15,000. Of this the employees contributed $4,200, each man giving a day's wage as his contribution; the Nova Scotia Steel Co., $1,000; the directors of the company, $1,200; the citizens, $3,000; and the town, $500.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the prevailing cold weather, conditions were backward.

Fishing.—Heavy ice prevented fishing.

CONDITION OF PARTICULAR TRADES.

The Building Trades were quiet. Other skilled branches were active. Unskilled labour was well employed.

WESTVILLE, N.S., AND DISTRICT.

Mr. Thos. Hale, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

March was a fairly favourable month for labour, there being a considerable increase in the output of coal at the different collieries compared with that of the corresponding month last year. The increased output at the collieries on the mainland amounted to 25,000 tons, and on Cape Breton Island 50,000 tons. The total increase at all the collieries for the three first months of 1908 was about 200,000 tons. The shipping season is commencing and a few schooners have been already loaded. The regular steamers for the St. Lawrence trade are expected here early in May. Work generally at all the mines was very brisk, and in all probability there will be a large increase in the total output for 1908. Workmen at some of the collieries have applied for an increase in wages to take effect on the first of May.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with spring work; they have not yet commenced seeding.

Lumbering.—This industry was fairly active.

Manufacturing.—On the whole manufacturing was good. The Standard Drain Pipe Co., which in September, last had its plant damaged by fire, has again started operations; the firm employs about 100 workmen.

Mining.—This industry was very busy. Owing to a cave-in some years ago which crushed the strata between the McGregor seam and the over-lying seam, there were reasons to believe the possibility of fire in the vicinity of the old workings. To guard against this possible danger the management called in service a force of men and had the section walled off and intends to flood the above mentioned seams.

Railway employment. — Activity was the rule.

CONDITION OF PARTICULAR TRADES.

Building.—The building trade is just opening up for the season. It is expected that operations in this line will be very brisk in the near future.

Metal and engineering. — Electrical workers and blacksmiths were busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were active.

Transport.—Railway train crews, including telegraphers, switchmen, trackmen and freight-handlers were busy, and street railway employees, treamsters and draymen active.

Unskilled.—Activity prevailed.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during April, particularly on outside work, was not as active as at the same time last year, but as the month advanced, and the temperature became higher, there was a decided improvement in many lines. Building operations were interfered with by the weather, but will be more active in the near future. Several big contracts will be commenced soon, the most important being that for the new Technical College, and extensive alterations on the Post Office building, the latter not to be completed until sometime in 1909. Other contracts have been proceeded with and several permits have been issued for minor building and repairing operations. Up to March 24th, the Silliker Car Works Co. had spent $182,057.85, obtained by calls on the stockholders. During the last week of March and the first week in April $65,000 was paid to the company by the corporation of Halifax. The works are now running and employing about 100 hands.

Many sea-going vessels arrived at this port during April; this caused activity on the waterfront. On April 19th and 20th, no less than thirty-six ocean-going steamers, one ship, one barque, several coastwise steamers, and some forty schooners were in port, the steamers tonnage alone aggregating 100,000.

There was one change in the rate of pay during the month—that of painters and glaziers, who previous to April 1st received $2.00 per day for nine hours' work. Beginning April 1st the scale was increased to $2.25 per day for a week of 54 hours.

The bricklayers and masons notified the bosses that beginning May 1st the week's work of the union was to be reduced to 48 hours per week—8 hours per day, the present rate to stand, the men being willing to lose the six hours pay. Several meetings were held by the Builders' Association, which resulted in the following answer being sent to the bricklayers and masons:

"That at a meeting of the Builders' Association it was resolved that, under present conditions, they are not able to grant the demand for the eight-hour day."

CONDITION OF LOCAL INDUSTRIES.

Fishing. — There was no marked change from the previous month, except that the local fishermen, are already preparing for the spring mackeral which are expected early next month.

The firm of Thorndike and Hix, of Rockland, Maine, have opened a Canadian branch here of an extensive lobster business. The firm will deal only in live lobsters, and expect to ship the same to points in Western Canada and in the United States.

Shad fishing in Nova Scotia is to be revived and encouraged. Two meetings were held early in April in the Province Building by parties interested, and the best means of reviving this industry, which has fallen off greatly during the past thirty years, during which time this valuable fish has almost disappeared from our waters, was discussed. It was resolved to memoralize the Marine and Fisheries Department to appoint a commission to go thoroughly into the subject and if necessary to obtain the assistance of shad experts from the United States.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons were about the same as in March, about 25 per cent. being employed. Carpenters and joiners had a fairly busy month. Lathers and plasterers were dull. Painters decorators and paper-hangers improved as the month advanced, and towards the close there were very few idle hands. Plumbers and gasfitters were busy. Stone cutters had a fair month.

Metal.—Boilermakers were fairly well employed. Other lines were normal.

Printing. — Printers, pressmen and bookbinders had a busy month, but there was a falling off towards the end, and indications for May are not so bright.

Clothing.—Custom workers were busy; work on readymade clothing was dull.

Unskilled labour.—Work improved as the month advanced, and labourers were fairly busy at the end. Workmen on the water front loading and unloading ocean steamers, etc., were well employed.

DISTRICT NOTES.

Mahone Bay. — Local lumbermen stopped operations early in April after a fairly successful season About 2,000,000 feet were cut, the sawing and shipment of which will employ considerable labour. Some 25 schooners started early in the month for the fishing grounds. J. Ernst & Son launched on April 1st from their yard the 95-ton schooner "Goldie Belle"; the vessel is 104 feet long, 25 feet beam, 9 feet 6 in. deep, and is intended for the Grand Banks fishing. This firm will start another schooner in a few days, and expect to build a couple of steamers during 1908. T. A. Ham, and A. C. Zwicker are also building schooners, while J. McLean & Sons are constructing a large motor boat, to be finished by September. Early in the year a shipment of clay was sent to Ohio, U. S., for testing for bricks. The results were highly satisfactory, and the organizing of a stock company is assured.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market showed little improvement over March. The local supply of workmen was more than sufficient to meet all demands. The summer promises to be a quiet one. The Amherst Foundry Company has been busy in its enamelling department, March and April being the most active months in its history both from a wages and output standpoint.

The Victor Woodworking Company resumed operations, and gave employment to about twenty men. The Hewson Woollen Mills and the Robb Engineering Company both held their annual meetings during the month, but owing to the financial stringency neither paid dividends. The half a dozen collieries in the vicinity of Amherst were all working to their full capacity. Development work is going steadily forward; the demand for coal is good. Wages are high and the coming months promise to be of unusual activity.

The Boot and Shoe Factory, the Trunk and Casket Factory, the Rhodes, Curry & Co., and one or two smaller industries expect to employ the normal number of hands, but there will not be any call for special labour this summer.

Wages have been somewhat reduced for unskilled labour but not on any definite schedule.

The Mechanics' Lodge, P.W.A., in Springhill, has asked the Labour Department to appoint a Board of Conciliation under the Lemieux Act. Times are good in Springhill, as is evidenced by the fact that on the 12th inst. over $42,000 was distributed in wages in that town for the half month, and the town is rapidly recovering from the disasterous strike of thirteen weeks that occurred last fall.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Employment was practically at a standstill during the month, but farmers are now busily employed preparing for the spring months.

Fishing.—The lobster season in this county opened on the 20th inst. The catch so far has been small.

Lumbering.—The lumbering operations for the season are about over. Prices are fair but the cut will not be half of the previous year. Shipping from some points has already begun.

Manufacturing.—A number of industries report business exceedingly dull. The Robb Engineering Company is only working part time. Woodworking industries are dull. In the main it looks as if the summer would be dull for a number of manufacturing establishments, but local labour may be fairly steadily employed.

Mining.—Employment was very brisk at the different collieries. More miners can find employment here during the summer months. The Maritime Railway Coal & Power Co. has now sunk its new slope to a depth of 1,700 and a level will be

struck at a depth of an additional 100 feet. This will mean more employment for miners, as the number of men are neces-, sarily limited in sinking operations.

The Scotia Mine has been purchased by a company of New York capitalists with a capital of $500,000 to extend the operations of the mine. The property is situated about ten miles from Amherst. Extensive improvements on bankhead buildings and tramways have already been begun.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters and joiners reported work very quiet. There will probably be twenty to thirty houses, mainly tenements, built this summer, and one brick block. The local supply of labour will be sufficient. Painters and paperhangers were very busy. Stonecutters had little employment. Builders' labourers reported many out of employment.

Metal.—Moulders were fairly busy. A number of machinists were only working five days a week. Boilermakers were working on reduced time.

Woodworking.—Car builders were fairly busy with the outlook fair for two or three months. No additional men are wanted. Wages were reduced 10 per cent. in March. Pattern makers reported work dull in some shops.

Printing.—Printers were fairly busy, with no additional help wanted.

Clothing. — Journeymen tailors were busy.

Leather.—Trunk and bag makers were fairly busy.

Unskilled labour.—The market was dull and promises to be so during the summer

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during April showed improvement over the previous month, with supply and demand well balanced. The second half of the month saw navigation opened—about a fortnight earlier than last year—thus making conditions better for seamen. The opening of the lobster factories on the 19th was another feature of the labour situation, as this is one of the most important industries in the province, giving employment to a large number of men and women. The supply of domestic help has been curtailed by the departure of girls to the factories. Merchants reported wholesale and retail trade average. The dry goods men reported good sales at their millinery openings and every business has felt the enlivening results of the advent of spring.

In the building line, a number of government contracts have been started, including breakwaters at Souris and Summerside and railway shops at Charlottetown. These works were started previously, but operations were suspended during the winter. The announcement was made this month that the Bank of Montreal would begin the erection of a new building in the central part of the city.

A division of the International Brotherhood of Railway Employees, was organized in this city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Cold weather during the month prevented the ground from drying up sufficiently to enable ploughing to be started, but it is expected that early next month tillage operations will be under way throughout the province.

Lumbering.—The farmers have about finished getting out their fence rails and some shipping was done, although the bad state of the roads interfered considerably with this work.

Fishing.—On Easter Monday, the lobster fishing season opened in this province, but so far stormy weather has kept the catch down. There will be more boats, more traps and more fishermen at work this year than last, but the law prohibits the licensing of additional factories. Small catches of herring have been made, but ice around the shores prevented the fishermen from putting out their nets to any great extent.

Manufacturing.—The few factories were conducted under normal conditions.

Railroad construction and employment.—The work of re-building the new railway shops and other works was resumed the latter part of the month. Work was also started on the erection of a new water-works tank in the railway yard. The change of time-table about the middle of the month meant the putting on of additional trains and the giving of additional employment.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and paper-hangers, plumbers stonecutters and builders' labourers were active.

Metal.—Iron moulders, workers and helpers, machinists and engineers, steam engineers, electrical workers, linemen, were active. Bicycle workers were busy.

Woodworking.—Woodworkers, upholsterers, carriage and waggon makers, carbuilders and coopers were active.

Printing.—Printers, pressmen, and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers, and boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and tobacco workers were active.

Leather.—Tanners, curriers and saddlers were active.

Miscellaneous.—Barbers, clerks, railway employees, hotel and theatre employees and laundry workers, were active.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, trackmen and freight handlers, steamboat men and firemen, longshoremen, teamsters and express men were active.

Unskilled.—There was a fair demand for labour.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

No marked increase of activity in the labour market occurred during April, conditions being much the same as in March and the same month last year. Unusually cold weather prevailed until the 23rd inst., delaying outside operations, while the unfavourable state of the roads rendered local trade quiet. The quarrantine upon the city schools and churches caused by the appearance of a mild form of smallpox was raised during the second week of April. In the city, building operations have so far been confined to repairs and additions, but at Sunny Brae some half dozen houses are already under construction. Among the buildings to be erected here this season are the Bank of Montreal building, a large stone structure, excavation for the foundation of which has already commenced, and a large R. C. church at Lewisville. Contracts for a number of dwelling houses have been let and building operations will be extensive. Corporation work will also be extensive, the growth of the city west towards the I.C.R. shops and the consequent laying out and opening up of new streets necessitating a large amount of sewer, water and street work.

The Board of Trade at a recent meeting decided to memorialize the Dominion Government asking for a grant of $50,000 for a Maritime Exhibition in 1909, also for the erection of an armoury and drill shed building. The matter of having a merchants' week was also decided on. River navigation opened on the 21st and on the 24th inst. the Str. Empress made the first trip from Summerside, P.E.I. to Pointe du Chêne. The Str. Wilfred C. is expected to start on her regular trips down the river on May 1st. Retail trade has been up to the average, and wholesale trade steady, with good promise of expansion. Much activity exists in real estate and a large number of transfers have taken place. The demand for houses has assumed large proportions, and the supply being still inadequate, rents show an upward tendency. The retail price of bread on the 12th advanced to 8 cents per two-pound loaf. The city by-law calling for the stamping of loaves with the weight and maker's initials is to be enforced. At the new I.C.R. shops the labourers have been laid off until the ground admits of handling. Construction work upon the locomotive shops

has been rapidly carried on, and advertisements for 200 carpenters issued by the contractors, who expect to have over 600 men of all classes at work by the middle of May.

The Saturday afternoon half-holiday for the I.C.R. shopmen commences May 2nd and continues until October.

No unrest has been noticed in labour circles and no changes in wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were as a rule quiet, no spring work having commenced. Maple sugar making was in progress in some sections. The season was favourable for this industry. Candy sold at 20 cents, cream sugar at 20 cents, common at 15 cents, and syrup at $1.25 per gallon. Beef was scarce but hay was plentiful, retailing loose at $9.00 to $11.00. Oats were scarcer at 60 cents, potatoes at 40 cents per bushel, butter at 32 cents to 35 cents, and eggs at 18 cents to 20 cents.

Fishing.—Quietness prevailed.

Lumbering.—The mills were active manufacturing the winter's output. Little shipping has been done as yet.

Manufacturing. — All local factories were in active operations.

Mining.—Quietness prevailed.

Railroad construction and employment. One hundred Italian navvies started work on the 22nd double tracking the I.C.R. from Moncton to Painsic Junction. This contract was started last season, but owing to wet weather and the scarcity of labour, operations were suspended. Construction work upon the G.T.P. is also going rapidly forward.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters and joiners were quiet as also were masons and bricklayers. Painters and decorators were very brisk and in demand. Plumbers were busy, with builders' labourers quiet.

Metal, engineering and shipbuilding.—All lines were fairly well employed, with the outlook bright.

Woodworking and furnishing.—Woodworkers were active as also were the varnishers, polishers and car builders. Carriage makers were quiet, and barrel factory hands very active.

Printing and allied.—Very active conditions in all branches prevailed.

Clothing. — Journeymen tailors were active, the supply of first-class men being insufficient. Garment workers were also very active and in good demand. Milliners and apprentices were very busy.

Food and tobacco preparation.—Butchers and bakers reported conditions normal.

Leather.—Quiet conditions prevailed. Harness workers, however, were busy.

Miscellaneous.—Barbers, clerks and stenographers had steady work. Hotel, restaurant and theatre employees were busy and laundry workers were active.

Transport.—Large quantities of freight were moving. Passenger traffic was fairly active. The usual spring influx of emigrants called for a large number of special trains, and so made a good month for railway crews. Carters, teamsters and and express men were busy.

Unskilled labour. — The backward weather caused but little demand for this class of labour. Matters are brightening at the close of the month and indications point to very active conditions throughout the season.

DISTRICT NOTES.

Hillsboro.—The plaster mill and woodworking factory have both resumed operations after having been closed for some time. A new post office and customs building, costing in the vicinity of $10,000, will be constructed during the coming summer.

Dalhousie.—This town has sold $62,000 worth of bonds and will ask authority to issue $13,000 to complete its new water system. The Dalhousie Lumber Co. is erecting a large saw-mill and rossing mill, besides building an addition to its shingle mill. When completed this industry will give employment to about 200 men.

Sackville.—Surveys for the projected wharf to be built here during the coming season are being made. Work upon the new Royal Bank building has commenced and a gang of men are at work in the freestone quarries hewing the stone.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During April the labour market improved considerably and outside work was proceeded with vigourously. Although there are not many new buildings being erected, a large quantity of repairs are being made. Plans have been prepared and tenders called for the erection of a fire-proof warehouse at Union Point. This building will be two stories high and 90 x 30 feet. Plans have also been prepared for a new building for the Bank of New Brunswick at St. John West. The building will have a frontage of 35 feet and a depth of 62 feet, and will be built of stone, brick and concrete. The new I. C. R. flour shed at York Point has been finished. It is 202 feet long on the water front and 205 feet on the land front. The Price & Shaw carriage factory on Main street, which has been lying idle for some time, has been leased to the Boston Carriage Company with the option to purchase. Supplementary letters patent have been issued to T. McAvity & Sons, Limited, permitting the increase of capital stock from $600,000 to $1,000,000. Bank clearings for the four weeks ending April 23 were $4,488,266, and for the corresponding period last year $4,920,607, being $432,341 less in 1908 than in 1907 and $184,091 greater than for the four weeks ending March 26 of the current year. The transactions at the Government Savings Bank during the year ended March 31 were: Deposits, $717,358.94; withdrawals, $857,662.66. The balance due depositors at the St. John agency on March 31, was $5,713,786.12. Up to April 25 there was filed at the Custom House cargoes for 101 steamers. These vessels took away Canadian goods valued at $14,367,697, and foreign goods valued at $6,823,446, making a total of $21,191,143. These figures show an increase of $1,837,904 over the value of the total shipments of last year. The wheat shipments were about 6,129,000 bushels. Our trade with the United States for the quarter ending March 31 shows a great decline. Shipments for the quarter were $337,200.24 less this year than in the same quarter last year. The total volume of the year's business is less by $57,000 than the total business of the March quarter of 1907.

The balance sheet of the city on the 31st of December showed a balance of assets over liabilities of $1,604,394.96.

The St. John Railway Company, at a depth of 250 feet, have tapped a good supply of pure water in their yard, but not enough for their purpose. Boring will continue until the flow is sufficient. Two new closed cars have been ordered by the company, to be delivered in August. Some of the mills have commenced sawing, and the rate of wages has been reduced 10 per cent. from that of last year. The shingle sawyers say they will not work for less than $2.20 per day, the rate paid last summer. The master painters refused to grant the journeymen an increase of 25 cents per day, and the men went out on strike April 1. After being out one week, the increase was granted. The rate now is $2.50 per day. The strike of printers on the Telegraph and Times has not yet been settled. Men have been brought from New York, Montreal, Toronto and Truro to take the strikers' places. A new Longshoremen's Society was recently organized in the north end, some of the promoters going out from the Longshoremen's Association, among whom was a man who acted foreman for the Donaldson line during the winter. The agent was notified of this man's expulsion from the Longshoremen's Association April 21, and that if he was continued as foreman, they would be compelled to withdraw all association men. The agent refused to interfere in the dispute, with the result that the new society men finished loading the S.S. Tritonia.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The price of clover seed is exceedingly high this year. Mammoth red clover is selling at 23 cents per pound, while last year it could be purchased for 12 cents. White clover costs 18 cents per pound wholesale, its former price

being 10 cents. Reports from Carleton County say that potatoes have advanced in price, $1.40 per bushel being now asked. Hay remains at $8. Oats are quoted at 45 to 48 cents. Dealers are paying 14 cents for eggs and 23 to 25 cents for butter.

Lumbering.—The annual meeting of the Lower Southwest Miramichi Log Driving Company was held at Fredericton on April 2. The driving was done last year at a $3,000 profit. The Upper Southwest Miramichi Log Driving Company also elected directors. It is expected that 40,000,000 feet will come down the Southwest Miramichi this spring. The Stetson-Cutler Company, St. John, will bring down to the local booms on the St. John River about 23,000,000 feet; the Cushing Company's cut is 18,000,000 feet; Murray & Gregory have 14,000,000 feet; John E. Moore has 7,500,000 feet; The Hilyard Company has 7,000,000 feet; Charles Miller, 7,000,000 feet; Randolph & Baker, 4,000,000; John A. Morrison, 3,000,000 feet of cedar. Donald Fraser & Sons expect to have 300,000 feet of logs to be rafted. There will be about 83,000,000 feet of logs to be driven between Grand Falls and the boom limits. It is not expected there will be much driving before May 1. Wages of $1.75 and $2.00 are offered, with plenty of men available.

Railway construction. — It is stated that the section of the Grand Trunk Pacific Railway between Tobique River and Grand Falls, to be built under contract awarded to Willard Kitchen, of Fredericton, is the heaviest work on the road east of the Rocky Mountains. There are 31 miles to be built under this contract, and the job will cost between $1,500,000 and $2,000,000.

Fishing.—Gaspereaux are plentiful on the Kennebecasis. Large quantities have been brought to the city, and the price has dropped to 40 cents per hundred.

CONDITION OF PARTICULAR TRADES.

Building. — Painters and decorators were busy. Other branches were active.

Metal.—Iron moulders, iron workers and helpers, machinists, steam engineers, electrical workers and linemen, blacksmiths, boilermakers and sheet metal workers were busy. Horseshoers were active.

Woodworking. — Woodworkers were busy. Shingle weavers were dull.

Printing.—Printers and pressmen were busy except those out on strike. Bookbinders were active.

Clothing. — Journeymen tailors were busy.

Food and tobacco preparation.—Bakers and confectioners were busy, with cigarmakers active.

Miscellaneous. — Broom and brush makers were busy.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen and freight handlers reported business active. Steamboat men and firemen have been busy since opening of navigation. Ship labourers were active, and street railway employees busy. Teamsters and expressmen were very busy.

Unskilled labour.—This class was active.

DISTRICT NOTES.

Bathurst.—The first concrete sawmill in New Brunswick will be erected here by the Bathurst Lumber Company to replace the one recently burned down. The mills at this place will not start sawing until the middle of May. The Nepisiguit Lumber Company has added several shingle machines to its plant, which may be run day and night this year.

Campbellton.—Messrs. Jones & Schofield, of St. John, wholesale grocers, have completed arrangements for the erection of a new warehouse.

Fredericton.—On April 6 the City Council heard a delegation from the Hartt Boot and Shoe Company, who asked for a cancellation of a mortgage held by the city against the company for $10,000. At a special meeting held subsequently the council decided to cancel the mortgage if the company guaranteed to continue in business. The three engineers at the pumping station were granted an increase of salary of $50 each. April 24, the Chief Commissioner of Public Works awarded several bridge contracts.

Millerton.—James Beveridge has secured a site for his pulp and paper mill

in this place, and is letting contracts for the building, and securing the necessary machinery.

QUEBEC, QUE., AND DISTRICT.

Messrs. Edward Little and P. J. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The prevailing cold weather somewhat retarded outside work. Navigation was open to coasting steamers throughout the month, and several vessels arrived from gulf ports on April 3 and later. Three coal-laden ocean steamers arrived on the 21st, destined for Montreal, but were forced to lay up until the break-up of the ice in the St. Lawrence. A number of new buildings are being started, though work has not been active in this connection owing to weather conditions. There are virtually no unoccupied houses in the city, rents being slightly higher than last year. The coming tercentenary celebration is expected to make trade very active during May, June and July, and the housing of the large number of visitors expected, has materially increased rentals. A large temporary hotel is contemplated, and tenders have been called for the costumes which will be required for the various pageants. An average of 20 men applied nightly at the police station for lodgings during April, all being recent arrivals from Great Britain. Negotiations with regard to the wages scale for the coming season were conducted between the Canadian Pacific Railway Company and local ship labourers.

The finance committee of the city council have requested an appropriation of $820,000 for 1908–09, compared with $800,000 for 1907-08.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy making maple sugar. Weather conditions were somewhat unfavourable during April except in the last two weeks. The output will quite equal if not exceed that of 1907.

Lumbering.—The ice still holds on the lakes and rivers, and little progress has been made with the drives, though a number of men have been sent out. The cut will be smaller than last year owing to the scarcity of men in the early part of the season and the heavy snowfall in February. There was some difficulty experienced in obtaining men for the drives.

Railway construction. — Camps which were closed for the winter have again opened, and employment will soon be very active.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters, painters and builders' labourers were busy. Bricklayers were active. Lathers and plumbers were quiet.

Metal, engineering and shipbuilding.—The month was active, boilermakers and shipbuilders being busy. Electrical workers and linemen were active.

Woodworking and furnishing.—A busy month was reported.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Tailors and garment workers were busy, but boot and shoe workers were quiet.

Food and tobacco preparation.—Butchers and bakers were busy, with cigarmakers quiet, and ice cutters dull.

Leather.—Quietness prevailed.

Miscellaneous.—The month was quiet.

Transport.—Railway employees were quiet, with the exception of trackmen, who were busy. Steamboat men were busy fitting out for the season of navigation. Ship labourers had not yet begun their season's work. Cab drivers, etc., were dull, but teamsters were active.

Unskilled labour was dull.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were less active in April, 1908, than in the same month last

year, owing to the heavy snow fall in the district, and the rivers remaining frozen until the close of the month. Now that the St. Lawrence is clear from Montreal down, several vessels are expected. There was considerable activity on the wharves during the last two weeks of the month. At least fifty workmen were employed during April on dredges, tugs and other vessels wintering on the St. Lawrence. The corporation employed a larger number of men this year than in previous years for the removal of snow and ice from thoroughfares. The civic valuation this year amounts to $7,000,000 and shows an increase of $300,000 over last year. The revenue of the city will be about $203,000. The Canadian Pacific Railway Company was erecting large sheds on the wharf leased to them by the harbour commissioners. Everything points to an increase in activity in this port during the season of navigation. Transportation companies reported a quiet month. Business was not active, owing to the bad conditions of the country roads in this district. Although there appears to be more idle men than last year, rates of wages are unchanged. There were no strikes or lockouts during April.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy making maple syrup and sugar, of which a quantity greatly exceeding that of last year has been made. Ploughing has not commenced yet but will be active in a few days as the snow is fast disappearing.

Fishing.—Dullness prevailed.

Lumbering.—Hundreds of men have been hired by the lumber firms and sent up the St. Maurice river for the driving of logs on that river and its tributaries. Sawmill owners were busy on preparatory work.

Manufacturing.—Although claiming to have less orders than last year on hand, industrial establishments were, with one exception, all working to full capacity.

Railroad construction.—Fairly busy conditions were reported. The Canadian Pacific Railway Co. was reinforcing bridges and doing other repair work on the St. Maurice Valley Railway. Construction on the Grand Trunk Pacific Railway line was in progress.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were fairly busy after April 15. Carpenters, lathers and painters were busy all month. Gasfitters and stonecutters had a quiet month.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, machinists, engineers, etc., were fairly well employed, with blacksmiths, shipwrights and bicycle workers busy. Horseshoers and jewellers had a good month.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, carriage and wagon makers were active.

Printing.—The allied trades were fairly busy.

Clothing.—Trade was active.

Food and tobacco preparation.—Activity prevailed.

Leather.—These trades reported plenty of work.

Miscellaneous.—The month was a fairly busy one.

Transport.—Railway employees were quieter than last year at this season. Cab drivers, teamsters, etc., were fairly active, especially towards the close of the month.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions generally, were considerably more active during April than in March. Building operations were begun and employment given to both skilled and unskilled help. The number of unemployed is now small, and there is every reason to believe that by another month there will be none. The Paton factory, which was closed from the 11th to the 27th of April, has resumed work on full time. So far, this has been the only concern that has completely closed down

during the winter. While the Jenckes and Rand Drill shops have not yet got back to their full staff there has not been so many men laid off during April as in March. There is plenty of work in sight, if the firms mentioned were at liberty to go ahead. Work has been commenced on the new works for the Fairbanks Company, the contract being in the hands of a Montreal contractor. Work has also been resumed on the new hospital in East Sherbrooke, and it is expected to have the building finished by October. This building will not cost less than $150,000. Work is also being rushed at the new drill shed, and a large staff of stonecutters, builders and labourers are given employment. Work has been commenced on several private dwellings, so that building in Sherbrooke this season will be fully up to the record of last year. The city waterworks department will commence some large improvements at an estimated cost of $150,000, and will give employment to a large number of men throughout the summer. Wholesale and retail trade was fairly good for this season of the year.

At a meeting of the city council on the 24th, it was decided to take over the Sherbrooke Power, Light and Heat Co.'s plant on the 1st of May. It was decided, owing to the present condition of the money market, not to accept the offers made for the city's debentures, but to make a loan with the Eastern Townships Bank for a period of four months at 6½ per cent. The total purchase price was $250,000, but $80,000 was in bonds of the company, which the city will assume. The city now owns and operates the water, electric light and gas systems, which has been secured after negotiations extending over ten years. The waterworks, since the city assumed control, has been a complete success. The rates have been reduced one-third, and the fire protection has been much improved.

The Eastern Townships immigration agent booked 232 persons during his visit to England last winter. There is still an active demand for farm help, and the government has appointed local agents at the different centres in the townships to place immigrants.

The city council has made a grant of $2,000 to the Eastern Townships Exhibition.

There has been no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have had a splendid sugar season and large shipments have been made. Spring work is now being rushed. There is an ever-pressing demand for farm help.

Lumbering.—Operations in the woods are now about over, and preparations are being made to get the drives down. The quantity of pulpwood marketed this year is much in excess of that of several years past. Last year especially, there was a scarcity of cars, which left piles of pulpwood on the sidings. With plenty of cars this year, the railways have caught up. March was an exceptionally heavy month on the Q. C. R. No less than 2,700 loaded cars of asbestos, pulpwood, etc., came through from the central Quebec district for points in the United States.

Manufacturing.—Factories are now running full time.

Railroad construction.—The rush on the C. P. R. through this section is over for the season and several crews have been laid off.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, plumbers, stonecutters, carpenters and joiners were active. Painters and paperhangers were busy.

Metal.—Moulders, iron workers and machinists were quiet. Electrical workers and linemen were active. Jewellery workers were busy.

Woodworking. — Woodworkers, upholsterers and carriage workers were active. Pattern makers were quiet.

Printing. — Printers, pressmen and bookbinders were busy.

Clothing. — Journeymen tailors were busy. Garment workers were quiet.

Food and tobacco preparation.—Bakers and confectioners were quiet, with ice cutters and cigar makers active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and laundry workers were active.

Transport.—Locomotive engineers and firemen were quiet, with cab drivers, teamsters and expressmen active.

Unskilled labour was quiet.

DISTRICT NOTES.

Lake Megantic.—The Lake Megantic Furniture Company has gone into liquidation. The works are now closed and all work is suspended.

East Farnham.—The farmers in this section are reaping a harvest this spring making sugar. The weather has been favourable for sap. Indications point to a backward spring.

Magog.—Merchants are complaining of the dullness of trade at present and scarcity of ready cash. The print works, which have been closed down for nearly four weeks, are expected to resume operations.

Brompton.—The O. M. R. are now preparing to build a line from Windsor Mills here. As soon as the frost is out of the ground, work will be commenced.

Sutton.—The scarcity of farm help is still on and a good many of the farmers are at present in need of good help. The mayor of the town says twenty-five labourers could get work here. The scale of prices for good men is about $20, though an occasional picked or tried man may get a slightly higher rate. The scale of prices for men coming in here from the old country ranges from $5 to $15 for beginners, according to experience and skill in doing farm work.

Rock Island.—A large party of Scotchmen have arrived at Beebe Plain to work at the granite quarries.

Capelton.—The Albert Mine, so long in operation here, is about to close down. A considerable number of the miners have already ceased work, and it is understood that within a very short time operations in the mine will entirely cease. Mining operations at Eustis are also understood to be very quiet, a number of hands being off. This is largely due to the financial conditions and the unsatisfactory state of the copper market. The Albert Mine, however, is closing chiefly on account of lack of ore. The Capelton mines originally consisted of a group of three mines, one known as the Lower Canada or Hartford, now the Eustis or Crown mine, another the Capel or Eldorado, and the third the Albert.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The April market for labour was rather dull, the effects of the financial stringency being still felt in certain branches of industry. The boot and shoe factory will not recommence operations until the 8th or 15th of May next. The Cote Company was fairly busy, with nearly a full staff. The organ factory was very busy. Sash and door factories were busy. The iron industry worked full time, and conditions were improving rapidly. The leather industry was fairly active, an improvement having taken place. The agricultural implement factory was busy. The demolition of the Catholic cathedral employed much unskilled labour, and in a short time will give employment to a number of building trade branches. Railway construction on the Ste. Rosalie junction gave work to many. The wages paid were $1.50 per day, and from May first they will be $1.75 per day. The St. Hyacinthe Seminary also proposes a considerable enlargement of its present buildings. The confectionery factory had a good month. Retail trade was somewhat dull owing to unsettled market conditions. The opening of spring has improved conditions among milliners. The wholesale trade was still suffering from unfavourable conditions, and commercial travellers were not as successful as last year. The city corporation will soon commence the large improvements to be completed this summer, and it was thought that unskilled labour would find plenty of employment. The supply, nevertheless, will be quite equal to the demand, there being a number of men

awaiting work. Banks reported a fair month, with fair collections. The distribution of prizes to pupils who attended the school of arts took place on April 8. The average attendance at the school was St. Hyacinthe, 119; Sherbrooke, 64; Quebec, 62; Levis, 52; Three Rivers, 50; Lachine, 36; St. Johns, Que., 30; Sorel, 25; Valleyfield, 23, and Fraserville 12. Work at the Penman Company's factory was somewhat quiet. There were some differences between the management and some of the employees during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Prosperous conditions prevailed in this industry, the price of produce being high, though a decrease took place in a few instances, while increases ruled in others. On March 20 an exhibition of horses from the surrounding district and the city itself took place at St. Hyacinthe. The quality of the exhibits was of the highest. There was abundant work for farm labourers, but the supply was equal to the demand.

Manufacturing generally was quiescent, several factories having reduced their output.

Railway construction.—Activity has recommenced. The laying of steel on the double track of the Grand Trunk Railway between St. Lambert and Ste. Rosalie was commenced, and several hundred men will be employed until next autumn.

CONDITION OF PARTICULAR TRADES.

Building.—Plumbers were active, but the other branches were quiet.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists, engineers and electrical workers were active. Other lines were busy.

Woodworking and furnishing.—Busy conditions prevailed.

Printing.—Great activity was reported.

Clothing.—Tailors and garment workers had a busy month, night work being necessary in some cases, but boot and shoe workers were dull.

Food and tobacco preparation.—All branches had a very good month.

Leather.—This group was well employed.

Miscellaneous.—Barbers, clerks, delivery employees, hotel, restaurant and laundry employees had an active month.

Transport.—Railway employees had a good month, as also had carters and teamsters.

Unskilled labour.—This class had a dull month, but the outlook is for an abundance of work.

DISTRICT NOTES.

St. Johns.—The Singer Manufacturing Company has shut down for a couple of weeks for repairs. It was stated that within one month this company had exported 40,000 sewing machines. It was stated that the pottery works are to be increased so as to double production.

Sorel.—As soon as the River Richelieu is clear of ice, a dredge and a steel vessel will be launched from the St. Joseph yards; these two vessels were built during the winter. The dredge will be employed in the harbour of Montreal. The steel steamer will be commissioned for the serving of lighthouses in the great lakes with supplies. The dredge Laval, the steamer Maisonneuve, stone-raising dredge No. 3, and some other vessels were extensively repaired. Excise duties collected in Sorel for the fiscal year 1907-08 were $32,588.17, compared with $35,-407.24 in 1906-07, or a decrease during the fiscal period of $2,819.07.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The longshoremen as a body have accepted the conditions of the Shipping Federation, which are the same as last year. A bonus of two and a half cents per hour, in addition to the ordinary wages, payable at the end of the season of navigation to those among the longshoremen who work continuously through-

out the season, will be paid. In accordance with this arrangement, the longshoremen, in addition to their weekly salary, will receive a slip or *bon* for the number of hours worked for each company during the season and at the end of the season will get the amount of two and a half cents per hour for all hours worked. The wages for the season will, therefore, be for longshoremen 27½ cents per hour during the day and 32½ cents per hour at night. Coal shovellers will be paid 32½ cents an hour day and night.

The American Can Company proposes erecting a tin-can factory in the city at a cost of $250,000.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were better employed than during March. Carpenters, painters, and plumbers were well employed, but bricklayers, masons, stonecutters and builders' labourers were quiet.

Metal, engineering and shipbuilding.—Quietness prevailed.

Woodworking and furnishing.—Conditions were quiet.

DISTRICT NOTES.

Cote St. Paul.—The works of the Mount Royal Spinning Company, nearing completion, will, when operations begin about the end of May, employ 1,700 hands. The various parts of a 1,500 horse power engine for the Company's new factory have been received from the makers. The total net weight of this engine is over 500,000 lbs., one piece alone weighing 35 tons.

Municipality of Longue Pointe.—The Vulcan Portland Cement Company is building large workshops which will enable the company to produce a thousand more barrels of cement than at present, viz., about 100 weekly. These works will give employment to numerous workmen.

MONTREAL, QUE., AND DISTRICT.

Mr. Gustave Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

On April 1st, 800 men employed in the Angus shops were thrown out of employment, having finished the work on which they were engaged.

At a meeting of longshoremen held at the beginning of the month, at which 350 workmen were present, it was resolved that the bonus system of 2½ cents per hour be abolished, and that wages be fixed at 30 cents per hour net for day and 35 cents per hour net for night work. Representatives of the different shipping companies held a meeting also, and decided to pay the same wages as last year, and to continue the 2½ cents per hour bonus system, on the ground that the system had already been successful and promised to be more so during the present season, now that it was better understood by the men, who in some cases received from $20 to $26 at the end of the season in addition to their regular wages.

The financial report of the Montreal Street Railway Company for the six months ended March 31, 1908, showed an increase in gross receipts of $148,088, and an increase in net receipts of $75,879, as compared with the corresponding period of 1907.

CONDITION OF PARTICULAR TRADES.

Building.—There was a slight increase in activity, but conditions were generally quiet.

Metal, engineering and shipbuilding.—Electrical workers, linemen and horseshoers were active. Machinists, steam-engineers, metal polishers, brass workers sheet metal workers and tool sharpeners had a good month. Iron moulders, iron workers, blacksmiths and helpers were quiet. Ship builders, shipwrights and caulkers were quiet in the beginning of the month, but became more active towards the end, while jewellers and watchmakers were more active in the beginning than at the end of the month.

Woodworking and furnishing.—Dullness prevailed.

Printing.—These crafts were active.

Clothing.—Hat makers were active; tailors and garment workers generally had a good month, and boot and shoe workers were slightly more active than in March.

Food and tobacco preparation.—With the exception of cigarmakers and to-

bacco workers, who had only a fair month, all lines were active.

Leather.—A good month was reported.

Miscellaneous.—Barbers, clerks, delivery employees, hotel, restaurant, theatre and laundry workers were active. Furriers had a good month.

Transport. — Steamboatmen, steamboat firemen, ship labourers and longshoremen were busy preparing for the opening of navigation. Cab drivers, hackmen, carters and draymen were busy. Street railway employees were active; towards the end of the month, teamsters were very active.

Unskilled labour was dull.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

As a rule April is a busy month, and this year was no exception, employees in industrial establishments working full time and unskilled labour being in demand for preparatory work prior to the opening of the sawmills and navigation and the usual spring cleaning up of the city. Available hands in future months will be fully absorbed by the demand. Factories generally were busy, except in the mica industry, in which stagnant conditions have prevailed for the past few months, owing to a difficulty between producers and buyers as to the sorting of the material, the former refusing to buy small mica along with the large. Mine operators were overstocked, and no settlement appears in sight. In the meanwhile, several hundred young girls have been thrown out of employment, while a couple of hundred men at the mines had to stop work. The girls were gradually absorbed by other factories. The demand for cement was very great and the International Company's plant was running to its full capacity, burning 125 tons of coal per day in order to turn out 2,200 barrels every 24 hours. Even this output was not sufficient to meet the demand. The shipping of lumber by water started on April 28. The Ottawa Forwarding Company's fleet of 60 barges and 16 tugs had partly left its winter quarters in the last week of the month, the full staff of about 800 men being at work. At the shipyards there was an abundance of repair work and the usual staff of 40 carpenters, caulkers and blacksmiths were actively employed. Mr. J. R. Booth's sawmill will commence operations on May 1; 1,200 men, the majority from Hull, will find employment in this mill. Gilmour and Hughson's mill, employing about 300 hands, will commence sawing on May 4, while the Eddy Company's small sawmill, employing about 100 men, will begin sawing in the first week of May. The Seward Lubricating Company worked steadily. Shipments for April included 8 tons of tallow to Toronto and special lubricants valued at $3,000 to Victoria, B.C., Hawkesbury, Que., points in Nova Scotia, and to the Hull trade. The company manufactures 18 varieties of lubricants, and its sales average $3,000 per month. A newly incorporated company, the H. Dupuis Company, has erected a large stone crusher with a capacity of 500 tons per day in its quarries in Hull. The company will provide the city of Ottawa with about $40,000 worth of crushed stone this season, and will also furnish the Canadian Pacific Railway Company with all the stone it will require in the Ottawa district. Some 100 men, including 50 teamsters were employed. Railway construction work was resumed on the Canadian Pacific line through Hull. The filling in of a large trestle, commenced last fall, gave employment to about 50 men on the dump and about the same number in the pit. The usual spring wages, that is an increase from $1.25 to $1.50-$2.00 per day, will go into effect on May 1st, automatically. There have been no increases or reductions in wages, and the outlook is favourable.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during April showed an improvement, especially among unskilled workmen.

Several hundreds of men were sent awa

by lumbermen to drive logs; building became active, and the civic corporation took on a large number to clean streets and construct sewers. Lumbermen have found out that a careful process of grading is advantageous in engaging riverdrivers. A few years ago, with the exception of employees with extra responsibility nearly all were paid alike. Now the hiring agents are willing to pay $48 or $50 per month for expert men, while the ordinary class are hired between $30 and $35. The large lumber manufacturers keep a record from year to year of river men, and retain the most skillful at a special wage realizing that an industrious and well trained man may easily be worth two others, though the latter be not novices.

There was much unrest among building labourers. Last year these men formed a union, being a branch of the International Protective Union of America, which after one day's negotiations with the contractors of Ottawa closed an agreement to work at 25 cents an hour. At the same time the building labourers became recognized by other labour unions. On April 2nd, a strike of 30 building labourers and 5 bricklayers occurred on the new Y.M.C.A. building, Metcalfe street. Several non-union men had been employed as building labourers at 15 cents an hour and went on strike for the union rate. Nearly all joined the union, and all the organized labour on the works went on strike in sympathy.

Some dissatisfaction was expressed by employees of the mechanical departments of the local railways on account of men being laid off. The Canadian Pacific Railway Co. announced that there would be no reduction of the staff in Ottawa.

The number of building permits issued is large and indicates that a good deal of money is to be invested in dwellings that will rent at moderate rates. The largest building in progress is the new museum, which is giving work to 100 labourers, 86 stonecutters, 30 stonemasons and 6 bricklayers. All union bricklayers and masons in the city receive 47 or 48 cents an hour, and after May 1st will be paid 50 cents.

The price of milk which was reduced to seven cents on April 1st, will be lowered to six cents on May 1st.

The Chief of Police of Ottawa granted permission to the City Engineer to prosecute work on Sunday putting in a water main under the Rideau Canal in order to lay the pipe before the water was let in the canal on April 28.

Material has arrived for the steel work and furnace of the municipal asphalt plant.

The Children's Aid Society of Ottawa, has opened a detention home for young offenders, and reports that the institution is doing much good.

The Ottawa Allied Trades and Labour Association has appointed a committee to consider the advisibility of placing labour candidates in the field for the next provincial election.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Produce is high priced, except eggs, which were lower toward the end of April. Meats are very high.

Lumbering.—Lumbermen are engaged with the drive, and expect a favourable season with high water. Shipping promises to be active, beginning early in May.

Railroad construction.—The Ottawa Electric Railway Company has begun the construction of a branch line to the Experimental Farm.

CONDITION OF PARTICULAR TRADES.

Building.—Active conditions ruled.

Metal.—Quietness prevailed, with shipwrights and caulkers busy.

Woodworking.—Activity prevailed.

Printing.—Trade was active.

Clothing.—Conditions were steady.

Food and tobacco preparation.—These trades were quiet.

Leather.—Dullness prevailed.

Transport.—Railway employees were dull, but street railway employees were active.

Unskilled labour was fairly well employed.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions are very satisfactory in this city at the present time. May 1st finds Kingston free from strikes, the members of the various labour organizations not having asked the employers for any further concessions or considerations. No marked features characterized the labour market during the month of April. In the earlier part of the month it was estimated that there were upwards of three hundred unemployed men on the streets. The quarry, which was opened to provide work for the unemployed during the winter, was closed. While in operation the quarry provided work for some sixty-five men altogether, forty men being employed at one time. The scheme proved a decided success. With the opening of navigation, the commencement of building operations, civic work, etc., relief was accorded and the number of the unemployed materially reduced. About the middle of the month the city's scraping machine began the annual spring cleaning. The work will occupy a month or so and will afford much employment. The Easter season was a busy one in Kingston; milliners, etc., reported an excellent business.

During the month the Hon. G. P. Graham, the Hon. Wm. Harty and Mr. Chapleau, engineer of the Public Works Department, waited upon the Hon. Mr. Pugsley, Minister of Public Works, and submitted plans, estimates and other reports, asking for improvements to the main channel of the St. Lawrence river, between Kingston and Brockville. The expenditure necessary to make the proposed improvement will amount to about $100,000.

The tax rate has been fixed at twenty and one-half mills, an increase of half a mill; this increase was necessitated largely by the increased needs of the schools.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were actively employed in all branches of work incidental to spring, although the weather is rather backward in this district.

Fishing.—This industry was very active.

Lumbering.—The lumbering industry was active, supplying material for building purposes.

Manufacturing.—Activity was the rule in all branches.

Railroad construction and employment. Conditions of employment were fairly active.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were becoming active. Painters were especially in demand, notwithstanding that many were found among the new arrivals.

Metal, engineering and shipbuilding.—Activity prevailed in all branches.

Woodworking and furnishing. — Extremely active conditions prevailed in the woodworking and allied trades.

Printing.—Printers were busy.

Clothing.—These trades were very active.

Food and tobacco preparation.—Bakers butchers and cigar makers were busy.

Leather.—Tanners and curriers were active.

Miscellaneous.—Barbers, broom makers, laundry workers, etc., continued active.

Transport.—Transportation is steadily improving.

Unskilled.—Unskilled labour was in greater demand than in the preceding month.

BELLEVILLE, ONT., AND DISTRICT.

Mr. A. C. MacDiarmid, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were not very active during April, especially in the ear

part of the month, the unfavourable weather being the main reason, but the outlook for the coming summer is bright. A large amount of building will go on, and a number of new residences will be erected, some of which are at present under way. The Lehigh Portland Cement Company added about one hundred men this month, most of whom are labourers. The plant, which will be perhaps the largest cement mill in Canada, is expected to be completed this fall. Over 300 men are now employed there. The Toronto and Belleville Rolling Mills, which have been closed down since December, resumed operations this month, giving employment to about 200 men, most of whom are skilled workmen. Work on the new $40,000 Separate school began this month, affording work to a large number of masons, carpenters and labourers. Work was also resumed on the new drill hall, a large force of bricklayers and labourers being employed.

The Painters and Decorators' Union of this city have agreed with their employers for a premium wage of 25 cents an hour, beginning the 15th of April. The painters look forward to a brisk season as they have many contracts already. The Bellville Hardware Company have a full staff of men and intend putting a traveller on the road. A large number of men were put at work cleaning the main streets. The tax rate has been struck at 27 mills on the dollar.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Considerable spring ploughing and seeding has been done. Fall wheat came through well, as did timothy, but clover will be a failure.

Fishing was dull owing to the heavy ice.

Lumbering was very quiet.

Mining was active in the northern part of the country.

Railroad construction and employment was fairly active.

CONDITION OF PARTICULAR TRADES.

Building.—Nearly all branches had a fairly active month, especially carpenters, bricklayers and masons.

Metal, engineering and shipbuilding.—Iron moulders and helpers, machinists and engineers, brass and steel workers, boilermakers, blacksmiths, bicycle workers and horseshoers were actively employed. Horseshoe makers were well employed, the latter part of the month in connection with the rolling mills. Local shipwrights were well employed.

Woodworking and furnishing.—Woodworkers had a good month, although one big factory ran short hours. Carriage and wagon makers had an active month, as well as carriage blacksmiths and carriage painters.

Printing and allied.—Book and job printers, machine operators and pressmen were actively employed, there being no idle printers in the city.

Clothing.—Journeymen tailors reported an exceptionally busy month with all working. Boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and cigar workers had an active month.

Leather.—Harness makers had a quiet month.

Miscellaneous.—Barbers were active, as were delivery employees. Theatre employees were also fairly active. Hotel, restaurant and laundry employees had a busy month.

Transport.—Railroad employees generally were actively employed. Steamboat men were engaged getting their vessels in shape, navigation having opened on the 20th inst. Cab drivers and carters as well as teamsters had a busy month.

Unskilled labour was in fair demand, although there was a large number of idle men.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions improved during the month, work having been begun on the armouries, a church and the finishing of

the Normal School and Collegiate Institute. A number of building permits were issued, but on the whole conditions were not as active as at the same time last year. While many of the trades were becoming active there were a great number of men out of employment of all classes and trades. The painters and paperhangers were generally busily employed. With the commencement of civic improvement work employment will be provided for a number. Transportation is becoming more active. All local banking institutions were doing a steady business. Wholesale and retail trade was more active. Wages remained unchanged. At a meeting of the bricklayers and masons held on the 7th instant, it was decided to adopt the eight-hour day to come into effect May 1, the wage rate to remain the same. The labour market was free from unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The busy season has commenced. The maple sugar season has just closed and has been a good one. The Central Milling Company recently declared a dividend of 8 per cent. The company is composed mainly of farmers, who get the benefit of cheaper feed. The marketing of produce has been very active. Prices have been:—Butter, 30 cents; eggs, 16 cents; maple syrup, $1.50 per gallon; potatoes, 85 cents; chickens, $1 per pair.

Fishing.—Inactivity prevailed.

Lumbering.—The several lumber companies are sending a great number of men back to the camps to drive the logs to the sawmills. The local sawmills are beginning operations.

Manufacturing.—Establishments were fairly active in some departments and in others were busy. The Bell Telephone Company's new building was completed and occupied.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and joiners, lathers and plasterers, plumbers, stonecutters and builders' labourers were active, with painters and paperhangers busy, and gas and steamfitters somewhat dull.

Metal, engineering and shipbuilding.—Employees had active employment, except iron moulders and boilermakers, who were dull.

Woodworking and furnishing trades.—Activity prevailed.

Clothing.—Journeymen tailors were active, and garment workers, hat makers, boot and shoe workers busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were busy, and ice-handlers, cigar makers and tobacco workers active.

Leather.—Active conditions prevailed in all departments.

Miscellaneous.—Active conditions prevailed, with laundry workers busy. Furriers were dull.

Transport.—Transportation during the month became more brisk, and railroad employees in all branches were better employed. Steamboat men and other boat workers are becoming more active as the season opens up.

Unskilled.—This class was gradually obtaining employment; its opportunities will be materially increased by the commencement of civic improvement work.

DISTRICT NOTES.

Rice Lake.—The contract for construction work on Section No. 3 of the Rice Lake division of the Trent Canal covers a lock and dam, half a mile of rock excavation, enlargement of present dam, and dredging four miles of the Trent River, at a cost of $325,000.

Lindsay.—The corporation is preparing to construct additional granolithic walks.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in labour conditions in April as compared with March, excepting those due to the advance of the season and the opening of navigation. The building trades continued quiet during the greater part of the month, but

showed increased activity towards the close, through many men in all lines still remained unemployed. Manufacturing conditions were practically unchanged. Civic work has absorbed some of the unemployed unskilled labour, and many have left the city, but a large number remain out of work.

The building premits issued for March represented a value of $838,130, as compared with $1,508,530 for March, 1907. The total value represented by building permits issued during the first quarter of 1908 was $1,571,223, as compared with $3,071,831 for the corresponding period of last year.

The contract for the construction of the new western entrance to Toronto harbour has been awarded to Robert Weddell, of Trenton, Ont., for $495,000.

A final meeting of the general committee administering the fund for the relief of distress among the poor of the suburbs was held on the 22nd. Reports presented showed that since January 30th 1,118 families in the shack districts had been relieved, most of them receiving regular weekly food supplies. Of the total number some 60 heads of families remained without work or a reasonable prospect of it. Two branches of the work undertaken by the committee will be continued in operation, viz., the free employment bureau, which had sent 153 persons to the country, and the providing of land on the outskirts to enable the shackers to raise vegetables for food, eleven acres having been secured for that purpose. The statistics of the work showed that only 14 per cent. of those relieved were Canadian born.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with spring plowing and seeding, the work being well advanced. The fall wheat wintered well and is generally in good condition. The weather was generally favorable, and towards the end of the month rains were frequent.

Manufacturing.—There is a tendency towards the resumption of activity in some lines while others continue quiet, with orders light as compared with previous seasons. The Canada Foundry Co. laid off a number of men and reduced the office staff. The difficulty of obtaining money tends to curtail operations until accumulated stocks are disposed of. In the iron trade the shipbuilding, engine building and structural steel departments, were more active than other lines.

The Blackwell Varnish Works Co. has procured a site for the erection of a factory to cost $40,000. The Bredin Bread Co. will erect a 3-storey factory at a cost of $60,000.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades continued quiet, though improving with the advance of the season, many still being out of work in all lines. Plumbers steam and gasfitters found trade particularly dull. Builders' labourers, who received from 25 to 30 cents per hour, appointed a committee to confer with the employers and request an advance of 5 cents per hour. The Builders' Exchange refused to consider the proposal. About 50 per cent. of the members of the Builders' Labourers Union were unemployed.

Metal, engineering and shipbuilding.—Machinists, moulders and blacksmiths were quiet. Boilermakers, shipbuilders, structural steel workers and electrical workers were generally well employed. Brass workers were active. Jewellers and silversmiths were quiet.

Woodworkers.—Furniture workers, cabinet makers, coopers, carriage workers and upholsterers had a fair month. Piano workers were quiet.

Printers.—Printers had fair employment. Bookbinders and lithographers had steady work.

Clothing.—Custom tailors were active. Garment workers were slack during the first of the month, but found trade improved towards the close. Boot and shoe workers and hat and cap workers had fair employment.

Food and tobacco preparation.—These trades had continuous employment, with the exception of cigarmakers who were quiet.

Leather.—Leather workers had a fair month.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers

had steady work. Clerks and salesmen were fairly active, but many were out of work.

Transport.—Railway and street railway employees, teamsters and expressmen were active. Sailors and longshoremen had fair employment towards the end of the month.

Unskilled labour.—There is still remaining a large surplus in excess of the local demand.

DISTRICT NOTES.

Weston.—The town council has asked the Hydro-electric Commission for 200 h. p. to supplement the power of the municipal plant, which is insufficient for the needs of manufacturers.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Springlike weather brought some increase in industry and employment, but conditions and prospects were hardly as good as in the corresponding months of the previous three years. Some buildings were started, agricultural operations commenced, lake navigation opened and park improvements and other outdoor work was undertaken.

The American Cyanide Co. has secured a site here and proposes to erect a plant to cost $250,000. The buildings would be 700 by 400 feet in size, and 500 men would be employed. Construction is not yet started. The Spirella Company purchased a site for a corset factory. While buildings are being erected the company will manufacture its goods in temporary quarters. Cheap electric power and excellent shipping and advertising opportunities caused these concerns to locate here. Several carloads of machinery for the Dominion Tool and Process Company arrived and await the erection of the factory buildings.

Transportation was active but local trade was very quiet.

Tenders were invited for the erection of the first of two new schools.

A small strike of labourers occurred at Port Colborne.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—On account of unfavourable weather spring work in farms and gardens commenced late. Little was done during the month beyond spraying and pruning in the orchards. Tomato growers are said to be well satisfied with the price of 27½ cents per bushel, fixed by the canners for this season. Last season 25 cents per bushel was paid. The canneries demand more vegetables of other sorts than heretofore, and the area devoted to growing such products will be largely increased.

Manufacturing.—Factory employment was steady.

Railroad construction.—Work was being rushed on the extension of the Niagara, St. Catharines and Toronto Electric Railway from Fonthill to Welland. Poles and wires were erected and the track ballasted. Cars will be running on the new line before June. The railway has not yet erected bridges to cross the Welland river or Welland canal into Welland town. The Grand Trunk was laying new rails on its line from Bridgeburg to Welland.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades showed some increase in activity over March, but were not busy. More masons and carpenters were working, but many men who came from other places could not find employment. Painters were more active. It is probable that the building trades will be much quieter this summer than last.

Metal.—Conditions were steady. Regular foundry and machine-shop men were all working, but there were few, if any, opportunities for employment.

Printing. — The allied trades were steady.

Clothing.—Tailors were fairly active.

Transport.—Railway employment was steady for all classes of men. The opening of navigation gave employment to many sailors, but the outlook for freight traffic on the lakes was considered poor. Teamsters were active.

Unskilled labour.—Unskilled labourers were pretty well employed, many on public park improvements and in grading the grounds for the amusement park.

DISTRICT NOTES.

Port Colborne.—A strike of labourers on April 1st interferred with work on the completion of the cement plant for about a week. About seventy-five men went out in protest against a reduction of wages and returned to work when the original scale was restored. The new Government grain elevator has been completed and will be in use this season. The opening of navigation gave employment to tug and canal men. The rest of the machinery for the Canadian Portland Cement Company's plant was being installed. The plant has a capacity of 1,200 barrels per day. Twelve hundred electric horsepower transmitted from Niagara Falls will be used. Natural gas and coal will be used in the kilns. The plant has railway connection and fronts on the Welland canal.

Bridgeburg.—Steps are being taken to have a carriage way and walks for pedestrians constructed on the International bridge, connecting this place with Buffalo, N. Y., across the Niagara River. At present the bridge is exclusively for railway traffic.

Welland.—The Supreme Heating Co. commenced the manufacture of steel stoves in its new factory, giving employment to a number of men. The projected cotton-bag factory will not be erected till next year. There is a great demand for dwelling houses and this condition is rapidly becoming more serious.

Crystal Beach.—Extensive improvements were being made at this summer resort. A hotel, electric light plant, and bath houses were in course of erection.

Niagara-on-the-Lake.—It is reported that the government has purchased a large tract of land to enlarge the military camp-ground. No camp will be held this year and the town will feel the loss of a busy season.

Ridgeville.—A large canning factory is projected. The site has been purchased.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during April showed more activity than during the preceding m nth, but so far no pronounced activity has been experienced. The building trade and some other branches of industry have not resumed full operations, but general conditions showed some improvement. The Smith saw works were busy, working overtime. The Post Office Department has granted and inaugurated a free delivery system in the city, seven letter carriers being employed. On the 15th of April fire destroyed the factory and plant of the Whitman Barns Manufacturing Company, of this city; the loss is estimated at about $250,000, and the number of workpeople thrown out of employment being about 150. The fire also destroyed about 1,000 feet of Bell Telephone cable, but it was soon repaired. The Hippodrome, destroyed by fire recently, has been rebuilt, and the Lyric theatre, was also completed. On the first of April the journeymen painters and decorators of this city (30) asked for an increase in wages from 25 cents to 30 cents per hour. Three firms, employing a third of the men, granted the increase, but the other 3 refused until the 11th of April, when they also granted the increase. The men employed by the relief committee of the city refused to work for $1 per day on the first of April; the committee laid the men off.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with spring ploughing, and fruit growers with pruning and spraying.

Other industries.—The canning factories will soon be in operation and a busy season is expected.

CONDITION OF PARTICULAR TRADES

Building.—Trade while more active than last month was far from busy.

Metal, engineering and shipbuilding.—All branches were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, polishers, carriage and wagon makers were active.

Printing and allied.—The allied trades were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, cigarmakers and tobacco workers were active.

Leather.—Active conditions prevailed with tanners, curriers and leather workers.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees, and laundry workers found employment active.

Transport.—All lines of transportation service were active. Navigation opened on the Welland canal on the 14th of April.

Unskilled.—This class of labour was active, and employment better than during the preceding month.

DISTRICT NOTES.

Port Dalhousie.—Labour was better employed than in the previous month. Ship carpenters were busily employed repairing vessels for the coming season. The Riordan Paper Mills Company increased its staff.

Thorold.—Both mill and factory employment was active. The new smelter will be ready for operation by the first of May. Two carloads of ore have been received and the electric spur line from Allanburg completed. The Pulp Mill Machinery Company employs 25 hands, which will be increased to 50.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour at the beginning of the month was very slack in nearly all trades. The city council gave employment to about two hundred men in relays at the various civic improvement works, such as street cleaning, the building of sidewalks and street construction work. The stove-plate moulders and stove mounters, who were slack all winter, have begun to return to work at the old rate of wages. There is little likelihood of any industrial disturbance in the building trade on the first of May. Building operations have fairly begun, with prospects of a good season. The result of the investigation by the commission, under the Industrial Disputes Investigation Act, 1907, of the dispute between the Street Railway Company and its employees has been made known, two commissioners decided in favour of the company, and one in favour of the employees.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Generally speaking, manufacturing during the month was very slack, especially the iron and clothing trades. Two new companies, which will have their headquarters at Hamilton have been granted Ontario charters. One is the William Peace Company, Limited, and the other John Poag & Company, Limited. The William Peace Company is capitalized at $40,000, and the John Poag Company is capitalized at $20,000. The latter is chartered to manufacture, buy and sell, both wholesale and retail lumber, timber and other building material, and to do a general building and contracting business. The organization of the Inland Navigation Company was also completed, it takes in a score of companies which operate boats on the lake, and has a capital of $2,000,000. The headquarters of the new company will be in Hamilton, and an office with a large staff will be selected.

CONDITION OF PARTICULAR TRADES.

Building. — Work in the various branches of the building trade was progressing fairly well at the close of the month. Carpenters, bricklayers and masons, and plumbers were active. Painters and gas and steam-fitters had fair employment.

Metal and engineering.—Iron moulders, stove mounters, machinists, metal polishers and jewellers found employment only fair. Electrical workers, blacksmiths and sheet metal workers were active, with horseshoers slack.

Woodworking and furnishing.—Woodworkers, carriage and wagon workers were active; coopers had only fair employment, and pattern makers were somewhat inactive.

Printing.—Most of the allied trades were well employed, especially printers.

Clothing.—Ready-made clothing workers were very slack, while made-to-order clothing workers were very busy. Boot and shoe workers were dull.

Food and tobacco preparation.—Bakers, butchers, cigar and tobacco workers had fair employment.

Leather.—Conditions were fair.

Miscellaneous. — Barbers, broom makers, hotel and restaurant employees were active, also steam railway employees. Ship labourers and longshoremen, street railway employees, and teamsters had fair employment.

Unskilled.—This class found fair employment.

DISTRICT NOTES.

Dundas.—The condition of trade is only fair. The Ontario Felt Company has decided to build a new factory. The Machine Works Company was fairly busy.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed a slight improvement over last month, due to the commencement of outside work, the city employing a number on spring street cleaning. Very few are now asking for help from the city relief officer. Building operations have commenced, and toward the close of the month a number of builders found employment. Several of the factories are still running on short time with reduced forces.

The Goold Shapley & Muir Co. and the screw factory commenced the Saturday half-holiday on the fourth, to continue during the summer months; this is a month earlier than usual. The Western Counties Power Company have connected their plant with the Cataract Power Company's system at Decew Falls; the Street Railway Co. and the Grand Valley Radial Co. are also using the power here and between Brantford and Paris. The company have 50,000 h. p. which they are prepared to supply at $19.50 per h. p. per annum, in quantities of 100 h. p. or over. Small power users are charged a slightly advanced rate.

The price of milk has fallen from 7 cents to 6 cents per quart. The moulders of the William Buck Stove Co. stopped work on the first of the month. The men alleged that the iron is not made hot enough to run properly, and as all bad castings are discounted under a piece work system, their earnings are greatly reduced. The firm declared that the contention of the men was not correct and that they have done all they can to make conditions satisfactory. About 115 men are on strike. A number of non-union men have been secured. Toward the close of the month, disturbances between the strikers and the strike breakers called for police interference.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season has been backward. There was no seeding done before the 21st. Wheat and rye wintered well, though in some localities small patches were killed by the ice.

Manufacturing. — Factories were not very brisk. Some were working short time, with little immediate prospects of being busier.

Railroad construction.—Work on the radial road to Hamilton is being pushed to completion, by a force of men working 13 hours a day. The G.T.R. Co. is completing steel bridges over two subways. The T., H. & B. Co. has also built a new steel bridge outside the city.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, lathers and plasterers found some employment

toward the close of the month. Carpenters and joiners, and plumbers were active. Painters, decorators and paperhangers were busy toward the end of the month.

Metal.—Employment for moulders was not so good as during March. Machinists, electrical workers, linemen, metal polishers, buffers, platers, stove mounters and blacksmiths were active. Boilermakers were busy. Sheet metal workers and horseshoers were active.

Woodworking.—Carriage and wagon makers, coopers and pattern makers were active.

Printing. — Printers, pressmen and allied tradesmen were fairly busy.

Clothing.—Tailors and tailoresses were active, and in some cases busy.

Food and tobacco preparation.—Bakers and confectioners, particularly the former, were busy; butchers, cigar makers and tobacco workers were active.

Leather.—Leather workers and saddlers were active.

Miscellaneous.—Barbers, clerks and delivery employees were steadily employed. Hotel and laundry workers were busy, particularly the latter.

Transport.—Railroad trackmen were busy, as also were freight handlers. Street railway employees were steadily employed. Teamsters and draymen were busy. Carters and cab men were active.

Unskilled labour.—There were a number of unskilled labourers unemployed, but not so many as in March.

DISTRICT NOTES.

Blue Lake.—The cement works which were closed during the winter, started again about the first of the month.

Paris.—The fabric mills, and the screen and sash factory were busy. The plough factory was active. There are few idle men here at present. The contract for a new school to cost $45,000 has been awarded to a Woodstock firm.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in April, while showing an improvement over March, was not as active as last year. Factory employment was better than in March, but there was still considerable short time worked, and very few additional men were taken on. Working staffs in some shops were below the normal number. Outdoor work opened up with few contracts in the building trades, and a falling off in building is probable. Work on permanent roadways is well under way but there are more men looking for jobs than there is work for. Altogether there were not so many idle men at the end of the month as at the beginning, but there was still a considerable number out of work especially labourers and unskilled work people. Retail trade was below the average for the season of the year. Farmers in some portions have nearly finished seeding, with the ground in good shape and prospects for a good crop. The Ontario Agricultural College closed its regular sessions during the month.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades had a quiet month. Work on some new building was started, but all mechanics were not fully employed. Masons had an active month, bricklayers a quiet month, carpenters an active month, and painters a busy month on repair work.

Metal.—Iron moulders, machinists and machinists' helpers had a quiet month with an improvement in some shops, but some short time was still worked, and there was no demand for help. Tube mill workers had a quiet month. A night staff, mostly Italians, was laid off, and only day work done.

Woodworkers had a quiet month with a noticeable improvement in some lines, but no demand for help. Organ and piano workers worked short time, but an early resumption of full time is looked for. Upholsterers have been on strike since January, and shops are running with new help. Carriage workers had a quiet month.

Printing.—Printers were active, with an improvement towards the close of the month.

Clothing.—These trades had a busy month in all lines.

Food and tobacco preparation.—Cigarmakers had a quiet month.

Textile.—Brussels, tapestry and ingrain carpet weavers had an active month.

Unskilled labour.—Unskilled labour was better employed than in March, but the supply is still larger than the demand. There was a considerable influx of Italians.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, both skilled and unskilled, was poorly employed during April. The season's civic work has not yet been commenced, and in consequence a large number of men are still unemployed, except for a few days at a time. A number of carpenters have left for the Northwest provinces, as the building trade is not expected to be as active as in former years, though conditions somewhat improved towards the close of the month. About thirty workmen were employed on the construction of the Kaufman Rubber Company's building. It is expected that this number will shortly be increased to one hundred. The employees of the Berlin Interior Hardwood Company had their wages reduced 10% during the month, and are only working 44 hours per week, about eighty employees were affected. The city council has struck the tax rate at 20 mills on the dollar; this is a mill less than last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy seeding. Wheat is looking well.

Lumbering and manufacturing.—Quiet conditions prevailed.

Railroad construction and employment.—Conditions were more active than in the preceding month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners were only partially employed. Plasterers and lathers found similar conditions, but painters and decorators, etc., were active towards the end of the month. Plumbers and gasfitters, stonecutters and builders' labourers were inactive.

Metal and engineering.—Iron moulders, iron workers and helpers, coremakers and engineers had a quiet month, while steam engineers, electrical workers and linemen were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers and wood carvers found employment somewhat quiet. Carriage and wagon makers were active, but pattern makers and coopers were very quiet.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers and glove makers were active. Boot and shoe workers found employment somewhat quieter than during the preceding month.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, cigar makers and tobacco workers were busy.

Leather.—Tanners and curriers were active, with saddlers, trunk and bag makers well employed.

Miscellaneous.—Barbers and broom makers reported a busy month.

Transport.—Street railway employees, cabmen, carters and draymen were busy, with teamsters and expressmen active.

Unskilled.—Employment was somewhat scarce.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little demand for labour during the month. The supply was greater than the demand, and workers in some lines had little or nothing to do.

On April 8th, at a meeting composed of five representatives from every local union in the city, there was formed a Trades and Labour Council. The unions represented were as follows: Carpenters,

bricklayers, piano and organ workers, moulders, cigar makers, barbers, hod carriers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The month was a busy one for farmers. In the early part maple sugar making was general. This year was an extra good sap year, the run being larger and the quality of syrup and sugar the best in years. With the fine weather towards the middle of the month, the farmers got on the land, seeding being begun. The price of all kinds of produce remained firm. The price of hogs showed an improvement over the preceding month. Rain at the close of the month followed by cooler weather retarded operations somewhat.

Manufacturing.—No pronounced improvement occurred over the preceding month, though employment was steadier.

CONDITION OF PARTICULAR TRADES.

Building. — Masons and carpenters were very quiet, no building operations having commenced. Some carpenters found work in making alterations and repairs. Local stonecutters reported a steady month. Plumbers and steamfitters were all employed.

Metal, engineering and shipbuilding.—Boilermakers and machinists were not very busy. Stove moulders and mounters were all working towards the end of the month, but reported orders somewhat light.

Woodworking and furnishing.—Wagon makers were not busy, several men still being idle. Furniture workers were rather quiet, though signs of improvement were apparent. Piano and organ makers were very quiet. Church organ makers were all steadily employed. Farm and garden tool makers reported a busy month, having difficulty keeping up with orders. Planing mills were busy.

Printing.—In most shops printers were steadily employed, though some compositors were not.

Clothing.—Knitting factory employees were very busy, it being found necessary to work on Good Friday. Journeymen tailors reported a busy month.

Food and tobacco preparation.—Bakers and confectioners were not very busy, and butchers reported a falling off in trade. Cigar makers had a quiet month, one factory being almost entirely closed down, while at another but four or five found employment.

Leather.—Tanners and curriers were fairly busy.

Miscellaneous.—Barbers reported a falling off in trade. Laundry workers had a busier month than usual.

Transport.—Freight handlers found no noticeable improvement over the preceding month. Street railway employees were not very busy. Teamsters and expressmen were busier than during the previous month.

Unskilled labour.—The market was over-crowded, work being unobtainable by many.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a decided improvement in the condition of the labour market this month compared with the preceding one, especially in the building trades. A new industry will commence shortly, viz., the manufacturing of corrugated iron sewer tile. It will employ 15 men to start, which number will be added to as the business increases.

The R. M. Ballantyne Co.s' factory will soon be ready to commence operations for manufacture of woollen knitted goods. It will employ not less than 50 hands within one year, and not less than 100 within two years, for a period of ten months each year. A large number of men are engaged cleaning streets, etc. The estimate for works by the city was fixed at $12,649 for the year 1908. Work is progressing at the Normal School, and the prospects are that it will be ready for September. The pension system of the G. T. R. Co. has made it necessary to superannuate 12 men in the shops here. Twenty English labourers em-

ployed on construction work at the G. T. R. shops refused to work for $1.40 a day. Wholesale and retail merchants reported trade good. The excise returns for the month of March, 1908, were $4,938.50; in the corresponding month of 1907 they were $4,802.50. No changes in rates of wages or hours of labour were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busily engaged seeding. The fall wheat has wintered well.

Manufacturing.— Manufacturers reported the month of April better than the preceding month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers and plasterers were fairly well employed. Painters and paperhangers were busy. Plumbers were active. Builders' labourers were quiet.

Metal.—Iron moulders, iron workers and helpers, etc., were well employed.

Woodworking.—Industrial establishments reported trade good. Coopers were busy.

Printing.—Printers were busy.

Clothing.—Journeymen tailors reported a satisfactory month, particularly towards the close.

Food and tobacco.—Bakers, confectioners and cigar makers were active.

Leather.—Harness makers were busy.

Miscellaneous.—Barbers, clerks, hotel and laundry workers were employed as usual.

Transport.—Railway employees in the traffic and locomotive departments were active.

Unskilled.—A large number were unemployed.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market has improved somewhat with the opening up of outdoor work, but conditions are not nearly so active as last year. A large number have been laid off by the different factories and foundries. The Tuckett cigar factory, a branch from Hamilton, which employed about 70 cigarmakers and over 100 hands has closed and will concentrate in Hamilton. In the early part of the month, the Hobbs Glass Works and Canada Furniture Co.'s plants were completely destroyed by fire, with a loss of about $300,000, and the temporary putting out of employment of about 40 hands. Work has commenced on several sewers, and the street railway company is moving its tracks on Dundas street preparatory to a new pavement being laid. The Lamb Wire Fence Co. was exceptionally busy, working night and day. At the showcase works a reduction of 10% in wages was put in force, and several employees quit in consequence. The Empire Brass Co. is moving into its new premises; a number of employees were laid off in consequence.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and carpenters are all at work again. On the Smallman & Ingram department stores work was stopped by the police until the contractors have put temporary floors over the steel work to protect the workers below from falling bricks, etc. Lathers, plasterers and painters were busy. Plumbers reported trade only fair.

Metal.—Moulders reported business improving. Metal polishers and brass workers continued slack, Bolt makers were working on an average 5 days a week.

Woodworking and furnishing.—Woodworkers on door frames, etc., were busy. Carriage and wagon workers were slack. Car builders were still laid off a couple of days a week. Coopers were fairly busy.

Printing and allied.—Printers on job work reported trade dull. Pressmen were the same. Bookbinders were dull, but folding box makers reported trade fair.

Clothing.—Journeymen tailors were rushed with work, and good men were n demand. Garment workers reported trade fair. Shoe workers were busy.

Food and tobacco preparation.—Cigar makers were dull, losing considerable time. A number were out of work.

Leather.—Tanners and curriers continued busy.

Miscellaneous.—Broom-makers were dull. Furriers were very slack, working 4 days a week.

Transport.—Railroad train crews were slack, a number being put back during the month. Teamsters were busy.

Unskilled labour.—This class is gradually finding employment, although a large number were still out of work. The average wage is lower this spring than for some time, a number working for 15 cents an hour.

DISTRICT NOTES.

Port Stanley.—A company to manufacture disc plows is building a plant, and will commence operations at once.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during April showed a decided improvement over the preceding month. Building permits were issued for this season's work to the extent of $32,180 up to March 1st. This represents about two-thirds of the real value of the buildings. Contractors reported prospects good and all hands well employed.

The Brotherhood of Locomotive Engineers have formed a joint stock company capitalized at $40,000, and will erect a structure costing in the neighbourhood of $20,000. Stock is to be sold in shares of $50 each, and shares will be disposed of to members of that organization only. The building lot has been purchased and the stock is being disposed of rapidly.

A recommendation made to the Council by the council committee relative to the erection of an ammonia plant was voted down by the city council.

During April of last year the working staff of the Pere Marquette shops was reduced to the extent of eighty skilled and unskilled labourers. This year shows a decided improvement, a full staff being employed, to which gradual increases are being made. The Wabash repair work, which is being done in the Pere Marquette shops, has necessitated a considerable increase in the force, and it is the intention of the company to further increase the number of employees so as to have the work on coaches, which was previously done in the shops in Michigan, done in this city. The Pere Marquette has more than fulfilled its obligation to the city in the matter of the number of hands which that road is compelled to employ according to its agreement with the city. In the Michigan Central shops, however, the conditions have not been at all favourable. In addition to frequent reductions in the number of working hours of the men employed in the car and mechanical departments, the shops on a number of occasions have been closed down by order from the head offices. For some time, the men have been working seven hours per day and four days per week. On April 16th orders were received that the shops were to close for Easter and to remain closed until Tuesday, April 21st. On April 23rd orders were received to close the car shops for the balance of the month and to shut down the locomotive shops on the 23rd, 27th, 29th and 30th. Holidays at this time of the year are not appreciated by the men who have not been working full time for some months. At present about one hundred men are employed in the car department and four hundred in the locomotive department. The round-house staff has been more fortunate and has been compelled to work much overtime in order to keep up the power to the required standard. Just how long the present condition will continue cannot be ascertained at the offices of the company in this city.

During the month eleven crews were put back on the Michigan Central railroad and a considerable number of spare men thrown out of employment. It is customary to make reductions at this time of year, the cause of decrease in traffic

being due to the opening of navigation. However, business on the road has improved the last few days, and the prospects are that at least six crews will be returned to service in the near future. Traffic on the Pere Marquette and Wabash and Grand Trunk railroads is reported brisk.

The Sutherland-Innes factory officials report that the coming season will be one of the best in years. Local trade has been slightly affected by the uncertainty of work in the Michigan Central shops.

While there were a number idle unskilled labourers in this city, no distress cases have been reported to the mayor during the month.

The tax rate for the present year has been fixed at twenty-one mills on the dollar. Considerable reductions were made in the estimate so as to enable this rate to be struck.

A recommendation that the assessment roll be published in the daily papers was not endorsed by the council. The Trades and Labour Council passed a vote of censure on the members of the council who opposed the publication of the roll. The city auditor's report shows surplus revenue in the waterworks department to be $10,500; the net deficit in the street railway department, $7,390.22; the net revenue of the light, heat and power department, $15,292.95, and a surplus revenue of $10,765.06.

Prices of meat were raised from two cents to three cents a pound. Butchers report that very little beef is being offered for sale on account of the feed scarcity.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers in this district who have maple sugar bushes report an excellent season. Ploughing and seeding were in progress. The fall wheat and clover is said to be in fairly good condition.

Manufacturing.—Local factories have been fairly well employed during April. In the Canada Iron and Foundry Company the men were not as active as during the corresponding month of last year. Thomas Brother, Limited, broom manufacturers, reported an average month. Norsworthy & Company reported a quiet month. Other local industries have been well employed.

Railway construction.—Work trains have not yet been started on the railways entering the city.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, carpenters, lathers and plasterers, painters and plumbers were busy.

Metal engineering and shipbuilding.—Moulders, machinists and blacksmiths have had a quiet month.

Woodworking and furnishings—Carriage and wagon makers and upholsterers reported the month more active than March.

Printing and allied.—Printers had a fair month.

Clothing.—Journeymen tailors were very busy.

Transport.—Traffic on the railroads was not so heavy as in the preceding month.

Unskilled labour.—While there were a considerable number of unskilled labourers out of work, contractors and other employers were of the opinion that in many cases men could readily find work if they were desirous of doing so. Farmers in this locality are in need of help, and there has been a marked impetus given to conditions in the labour market because of the opening of the building season.

DISTRICT NOTES.

Port Stanley.—A joint stock company to be known as the Standard Implement Company has been formed for the manufacture of disc gang ploughs. It will erect a factory at Port Stanley. The sum of $5,000 has been subscribed and the prospects of securing the balance are favourable. Eleven acres of land have been purchased. The building which is to be erected will be fifty by one hundred feet. Capitalization will be placed at $75,000 in shares of $100 each.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has shown very little improvement over the month of

March, owing largely to the backwardness of spring. This has greatly retarded the paving contractors which would otherwise have given work to a large number who refuse to go to the country and work on the farm. Factory work in all branches has shown very little, if any improvement, and in many cases the staffs have been reduced and the output curtailed owing to lack of sales. There was nothing done except repairs in the building line, and very few plans are in the architect's offices.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Although the first part of the month showed signs of an early spring, farmers were disappointed as the month throughout has been backward and cold. Owing to the great amount of rain they were unable to work the land. Fall wheat has stood the winter well and prospects are for an abundant crop. Everything indicates that fruit of all kinds will be a good crop. A number of immigrant farm hands arrived during the month, and the Dominion Immigration agent had no trouble in securing positions for them.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and plasterers had a few days work, principally on remodelling. Carpenters reported trade very dull. Plumbers were only fair. There were no requests for builders' labourers.

Metal.—Machinists and engineers reported a fair month. Blacksmiths in some branches were busy.

Woodworking. — Woodworkers in the carriage factories report trade very slack.

Printing.—Printers reported trade fully as good as in the preceeding month. Bookbinders were fairly well employed.

Clothing.—Journeymen tailors reported trade very good for the whole month.

Food and tobacco preparation.—Bakers' and confectioners' trade has shown a slight improvement.

Transport.—Steamboat men were busy fitting out for the opening of navigation.

Unskilled labour.—There was scarcely any demand for men.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during April was fairly well employed. With the exception of a few bricklayers there were few idle men in the city. The building trade has been active and the prospects are promising for some time to come. All local manufacturing industries were running full time, with their usual staffs. A new industry has located here, called the American Pearl Button Company, for the manufacture of pearl buttons. The company has secured a plant and is busy installing machinery. It will be ready to run about the 1st of May and expects to employ about 100 hands. Wholesale and retail trade has been fairly good, but money is tight.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy on spring work and report good prospects The fall wheat has wintered well and the weather has been good. Prices for produce are very high.

Manufacturing.—Manufacturers had a fairly good month.

Railroad construction.—The tunnel company have a large gang employed, and are rushing the work.

CONDITION OF PARTICULAR TRADES.

Building.—Except a few bricklayers, all have been fairly well employed.

Metal, engineering and shipbuilding.—Iron moulders and sheet metal workers were slack. Iron workers, machinists and electrical workers were fairly active. Blacksmiths were busy.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagon makers were fully employed.

Printing.—Printers and pressmen were all fully employed.

Clothing.—Journeymen tailors were very busy, with garment workers in demand.

Food and tobacco preparation.—Bakers and butchers reported a fairly good month. Tobacco workers were all working.

Leather.—These trades were quiet.

Miscellaneous.—Barbers reported a fair month. Clerks, delivery employees and hotel and laundry workers were fully employed.

Transport.—All branches were active.

Unskilled labourers were well employed.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During April the supply of labour in all lines exceeded the demand. Navigation opened in the latter part of the month, the first boat from the lower lakes arriving April 25. This gave employment to a number of men. Banks reported money tight. Business during the month was dull in nearly all branches. The Algoma Steel Company's rail mills closed down on April 18th, throwing from 700 to 800 out of employment.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were quiet, the frost not being out of the ground at the end of the month.

Lumbering.—The drive was in full progress. A quantity of logs were brought in by rail as well as by the drive. The Algoma Commercial Company's sawmill will start operations Monday, May 4. This mill will employ from 125 to 150 men. The season's cut is estimated to be 25,000,000. This lumber all goes to the American market. Sault Ste. Marie Pulp and Paper Company's mill is running day and night on orders ahead. The present output of these mills is 110 tons of pulp per day. Prospects are bright.

Fishing.—Fish tugs left on their first trip to Lake Superior in the last week in April.

Manufacturing.—The Canadian Logging Tool Company reported many orders and bright prospects for the season. The veneer mill was running light. The Northern Foundry and Machine Company reported plenty of work, overtime being necessary.

CONDITION OF PARTICULAR TRADES.

Building.—Normal conditions prevailed.

Metal, engineering and shipbuilding.—Iron moulders were dull; other branches were normal.

The *printing, clothing, food and tobacco preparation, miscellaneous and transport* trades reported normal conditions.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Favourable weather points to the opening up of summer work at an earlier date than last year. At the present time there is little or no demand for labour except for farm work. In the city of Winnipeg the fine weather has enabled builders to start foundation excavation, and this has given employment to a large number of men. Generally speaking, manufacturing establishments have been experiencing dullness during the whole of the month. In a short time operations will be commenced upon the paving of Main street and Higgins avenue at a cost of $125,812 and $71,710, respectively.

The extensions to the Manitoba government telephone system to be built this year consist of new long distance lines, additional circuits on existing long distance lines, the connection of rural subscribers to existing farm lines, the completion of the Fort Rouge Exchange and conduit throughout the city of Winnipeg, and the building of rural exchanges, involving an outlay of $500,000. It is estimated that at least, 3,000 rural subscribers will be provided with telephone service this year, and that by January 1st, 1909, there will be over 20,000 telephones in use in the province of Manitoba.

The total amount of money invested in mortgage loans by loan companies in Manitoba is estimated to be $23,959,551 as against $20,425,426 at the end of December, 1906.

Business both wholesale and retail has been dull.

On the 1st of April formal notice was served by the Canadian Pacific Railway upon the blacksmiths, boilermakers, boilermakers' helpers, moulders, and all the allied metal workers to the effect that the company would not recognize existing agreements after thirty days. As a result of this notice the several trades came to an arrangement to act jointly in negotiating with the company. At the same time as the Canadian Pacific Railway Company gave notice to its men the Canadian Northern Railway took the same action with their employees in the repair shops.*

The agreement between the Street Railway Company and their employees expired during the second week of April. Negotiations between the men's union and the directors have taken place, but as yet no modification of existing arrangements have been made. The men want a reduction of hours from ten to nine with the rate of pay to yield as much for nine hours as for the ten hours under the old schedule.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—At the end of April a very large precentage of the acreage intended for wheat had been sown. The weather has been excellent. It is generally admitted that the acreage this year will be very much greater than last year, and the crop is being put in under much more favourable circumstances.

The manager of the Imperial Bank has prepared the following statistics regarding the crops of the past two years:

All Cereals:	1906	1907
No. of acres under crop ..	4,803,630	4,707,483
Total yield—bushels.....	129,918,256	99,010,285
Total value of crops	57,000,000	46,000,000
Wheat:		
No. of acres under crop ..	3,141,537	2,789,553
Total yield—bushels.....	61,250,413	39,688,266
Average yield of crop.....	20.16	14.22
Total value of crops.....	40,000,000	30,000,000
Cattle:		
No. of cattle shipped, Man., Sask., Alta.....	130,426	100,200
Value of cattle shipped....	6,000,000	4,000,000
Total number of threshing outfits.....		2,700
Total number of men employed threshing.....		24,000
Average wages paid per day per man.....		2.50

Lumbering. — Notwithstanding that operations in the woods this winter in the northern parts of the province were greatly curtailed, sufficient logs were taken out to cut 40,000,000 feet of umber. It is estimated that the output is 25,000,000 feet less than last winter. A very large quantity of railway ties were also taken out last winter. The cut of lumber by mills is as follows:—

Red Deer Lumber Co., Red Deer.....	8,000,000
Great West Lumber Co., Greenbush.....	5,000,000
T. A. Burrows, Duck Mountain.....	4,000,000
Shaw Bros., Prairie River.....	4,000,000
Saskatchewan Lumber Co., Crooked River...	3,000,000
Dart Lumber Co., Erwood.....	3,000,000
Cowan Construction Co., Mistatem.....	3,000,000
Mutchenbacher Bros., Mafeking.....	2,000,000
Ruby Lake Lumber Co., Etiomami.....	2,000,000
McCutcheon Lumber Co., Minitonas.....	1,000,000
J. Sinnott, Duck Mountain.....	500,000
J. Hanbury, Duck Mountain.....	500,000
Thos. Harper & Son, Duck Mountain.....	500,000
Portable Mills.....	1,000,000
Total.....	37,500,000

CONDITION OF PARTICULAR TRADES.

Building.—The volume of building does not promise to be as large as in the past two years. Many permits are being taken out, but they are not for large structures. Some reductions have taken place in the cost of building material. Lumber has been reduced in price very considerably; wall plaster is $1.00 per ton cheaper, laths 25 cents per 1000, and cement is selling at $2.41 per bbl. which is 60 cents per bbl. less than the imported brands. Lime, sand, brick, old high grade cement, shingles, hardware and union labour remain at the same rate as last year.

Work has commenced upon the construction of a tar paper factory. The

* For statement with regard to further action taken in this connection see under heading "Industrial Disputes Investigation Act—Proceedings during April" in present issue.

entire plant will cost $28,000. The factory is 60x32 feet, and will be constructed of reinforced concrete. The warehouse in connection with this factory will be 120 feet long and 60 feet wide.

A summer pavilion will be erected in the suburban park this summer.

The business agent for the Carpenters' Union is of the opinion that the building will be light this year, and that the men at present in the city cannot all get employment until late in the season.

Metal.—One of the large foundries reports that it has employed at the present time about 160 men, which number is practically about the same as they had employed a year ago. In the course of another month the same foundry expects to increase its staff to 200 men. Other foundries, however, are not so busy and report reduced staffs at work, and these upon short hours.

Woodworking. — Most establishments have been working short time with small staffs. Retailers have not been purchasing during the past few months, and it is believed that stocks throughout the country are getting low. To augment these there will be a pronounced rush in the fall if the crop turns out well.

Printing.—The improvement in business during April has not been very marked. Demand for work is still very light and does not keep normal staffs and plants working at full time.

Clothing.—Business is dull. Garment factories are only employing about one-fourth of the staff they had at work at the corresponding period of last year. In the beginning of March a new schedule of wages was signed by the employers, and it is estimated that it will not affect the total earnings of the employees. There are a large number of applicants for work in this particular trade. Cost of the principle material used (denim) has increased.

Food and tobacco preparation.—During April the baking trade experienced a marked increase, and all the bakeries were fairly active.

Leather.—In the saddlery business a marked improvement has been manifest during April. The busy manufacturing season is from December to May, and the shipping season from January to May. At the present time however, stocks are low, and it is probable that manufacturing activity will continue all summer, especially if crop prospects are good. On the whole there are not as many hands employed as at the same date of last year.

DISTRICT NOTES.

St. Boniface.—The report of the St. Boniface assessors, will show a school population of 1,216 and a total population of 5,700. This is an increase of 1,300 over 1905, whilst in 1901, the population was only 2,019.

The assessed valuation is $9,372,496. In 1900 the whole of St. Boniface was assessed at only $608,680.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The splendid weather of the last few weeks gave an impetus to all lines of business. Merchants reported trade very brisk, particularly in implements. Building operations were opening up, owing to the fine weather. In addition to several proposed large buildings, many private residences will be built during the coming season. Some of the contractors are not optimistic regarding the building outlook, but all contracts have not yet been awarded, and conditions may improve. Work was commenced on the construction of the new bridge by the Canadian Pacific Railway Company and the city. It will be of reinforced concrete. The city council has selected a plan for the new court house, to cost about $100,000. The plans have been submitted to the government for approval. There is evidence of unrest among the workmen employed in the mechanical department of the Canadian Pacific Railway Company, owing to the company's abrogation of the agreement with the members of the Allied Metal Workers. The men employed here are

members of the Winnipeg Union and will be governed by its action.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Indications point to an early spring throughout the Canadian west, with prospects of seeding being completed during April, or about a month earlier than last year. An early spring means a big acreage under crop, the conditions last season resulting in an unusual amount of summer fallowing and fall ploughing. Seeding is general throughout Manitoba, and reports from the farmers in the Brandon district show seeding well under way, with the land never in better condition. Reports from the east and south show that the weather is being taken advantage of to the fullest extent, and farmers are hard at work in every direction.

The representative of the Brandon Gas and Power Company gave a demonstration of the operations of the company's "straw gas producing plant." The gas produced was laid on to a fifty candle power incandescent burner, which showed a steady and bright light. It was stated that one ton of straw would produce fifteen thousand cubic feet of gas, while the best coal would only produce ten thousand cubic feet to the ton.

Railroad construction and employment.—The Grand Trunk Pacific Railway Co. announced that work on the construction of the remaining forty mile link, between Portage la Prairie and Saskatoon, is being rushed to completion, and it is expected to have a train running between these two points by the first of July. Assurance has been given by the solicitor of the Grand Trunk Pacific Railway Company that the company's branch line to Brandon will be built soon. The steel gangs of the Canadian Pacific Railway Company are still busy west from Shebo. The steel is laid as far as Leslie. The contract for the new depot at Lanagan on the Canadian Pacific Railway has been let. The sale of lots in Lanagan has been rapid, both for business and residential purposes. A great number of immigrants and settlers are on their way westward; also a large number of settlers from the United States by the way of North Portal.

CONDITION OF PARTICULAR TRADES.

Building.—A few men were working, but it will be a few weeks before building will be in full operation.

Metal and engineering.—These trades were somewhat quiet.

Woodworking.—These trades were mostly inactive.

Printing.—The allied trades were fairly active.

Clothing.—Tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Conditions were about normal.

Leather.—Conditions were somewhat dull.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and laundry workers were active, but there was no demand for additional help. Furriers found trade quiet.

Transport.—Transportation was somewhat quiet, with the exception of passenger traffic, which was heavy. Carters, draymen and teamsters were active.

Unskilled.—Farm help was reported short at Saltcoats, but unskilled labour, as a rule, exceeded the demand.

DISTRICT NOTES.

Duck Lake, Sask.—While attempting to deepen a well on his farm, Hugo Jung struck a bed of coal.

Borden, Sask.—Negotiations are in progress betewen the citizens of the town and Mr. J. McLaren, of Headingly, Man., for the establishment of a flour mill at this place.

Oak Bank, Man.—The citizens are desirous of having a telephone system installed to keep in touch with market prices, etc.

Saskatoon, Sask.—The Grand Trunk Pacific and Canadian Northern Railway Companies are to occupy joint yards and stations, which will cost $40,000. Plans will shortly be completed and put in the hands of the contractors for the erection of freight sheds and depot.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been a slight improvement in the condition of the labour market during the month. Building operations have been resumed, and the new post office and land titles office are being hurried to completion.

Many labourers have been provided with employment by the city council on street improvements and other work and a more hopeful and cheerful tone is evident in all branches of industry.

One new union has been formed during the month, namely, a Journeymen Tailors' Union, with a charter membership of 11 members.

A deputation composed of delegates from the Regina Trades and Labour Council waited upon the government on Wednesday, April 22nd, praying for the enactment of a Workmen's Compensation Act, and a Factory Act, and for the insertion of a fair wages clause in all government contracts. The Attorney-General pointed out that he had already given notice of motion for the introduction of a Workman's Compensation Act. The deputation was assured that their other representations would receive proper consideration.

The negotiations between the Builders' Exchange and the unions in the building trades have been broken off. It was earnestly hoped that a working schedule in the several branches of the building trades would have been arrived at, but the Exchange has decided that it cannot accede to the demands of the carpenters or bricklayers, nor submit the matter of dissention to a board of arbitration as suggested by the local unions. The carpenters are seeking an increase of 10 cents an hour over last year's schedule, the bricklayers are seeking a similar increase, and the members of the Exchange contend that the demand is altogether too high.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding operations are in full progress throughout the province, with the exception of a few low-lying districts, where the land is not yet dry. Several farmers have completed their wheat seeding already, and with this early start as compared with last year trade in seeders' supplies is brisk, and the outlook for a good crop is exceptionally bright.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were dull, though there was a slight improvement as compared with last month. Among carpenters and joiners conditions have improved slightly since last month. Painters and decorators, plumbers, gas and steamfitters were fairly busy, but builders' labourers were dull.

Metal.—Electrical workers and sheet metal workers were dull.

Printing.—The general condition of the trade was fair and showed an improvement since last month.

Food and tobacco preparation.—Bakers had a fairly busy month. Cigarmakers reported improving conditions, though trade was still dull.

Miscellaneous.—Barbers had a fair month, though active conditions do not yet prevail.

MOOSEJAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was marked activity in the labour market during April compared with the preceding month. Particularly noticeable was the impetus given to transportation, both passenger and freight, by the heavy immigration business. The railway company has placed two steam shovels and four hauling trains in commission. The activity in the building trade was greater than at this time last

year. The excavations for the foundation of the new court house are about completed; it will cost about $60,000. In all probability a new collegiate institute, to cost about $100,000, will be erected in the near future. Activity lessened in the railway shops towards the end of the month. Uneasiness exists regarding the proposed changes in the wages and conditions of employment in the mechanical department of the Canadian Pacific Railway. The erecting shop is closed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy. A larger acreage will be sown this season, and indications point to an abundant harvest. The sowing of wheat was about finished at the end of the month, which is much earlier than last year. Farm help was in demand at good wages.

Manufacturing. — Manufacturers of building material were fairly active.

Railroad construction and employment. —Activity was the rule.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners and builders' labourers were fairly busy, with plumbers, gas and steamfitters busy. Lathers and plasterers were not very active, but painters, decorators and paperhangers were very active.

Metal, engineering and shipbuilding.— Machinists and engineers were not very active, but steam engineers had fair employment. Electrical workers, linemen blacksmiths and horseshoers were active.

Woodworking and furnishing.—Woodworkers and car builders had fair employment.

Printing.—The allied trades found fair employment.

Clothing.—Conditions of employment were only fair.

Food and tobacco preparation.—Butchers and meat cutters were very active.

Miscellaneous.—Barbers, broom-makers, clerks and stenographers and delivery employees were active, and hotel, restaurant and theatre employees were very busy.

Transport. — Business in transportation lines, especially in the passenger service, was exceptionally good.

Unskilled.—Active conditions prevailed, with a good demand for men.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during April has not improved as was expected. It was thought that with the opening of spring work would be found for all, but such has not been the case. There are many still out of employment, though a large number have obtained work. The farmers are not employing as many as at this time last year. During the months of February and March they were able to do considerable work on their farms, compared with other seasons; this enabled them to do their seeding with less help than last year. The city is employing a large force on sewer work and water mains; it is also having excavations done for the new subways. Work on the construction of the Dominion Exhibition buildings is being hurried, and two weeks will see most of the work in connection with these buildings completed. Transportation business has improved somewhat, both in regard to passenger and freight shipments. Bank clearings are slightly better than in the preceding month. Wholesale and retail trade improved over that of last month. Wages generally, are about the same as at this time last year, though there are more men out of employment than during the corresponding month last year, and the supply exceeds the demand. Uneasiness is felt in railway circles as to the effect of the notice of the Canadian Pacific Railway Company to some of its employees, having reference to a reduction in wages to take effect on May 1st.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers in the district have about finished seeding. This

is about one month ahead of last year. The winter wheat has come through in splendid condition. Mr. W. W. Corey, of Utah, has been awarded a large contract by the Canadian Pacific Irrigation Company. It calls for the removing of some 1,500,000 yards of earth in the district between Langdon and Crowfoot. Some two hundred teams and 450 men will be employed.

Lumbering.—This industry was not carried on to the same extent as during the winter of 1907, in consequence of the mills having a heavy stock from last year.

Mining.—The mining industry was less active than last year, a number of the coal miners being laid off.

Railroad construction.—Very little railroad construction work is going on in this district.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers, plasterers, painters, decorators, paperhangers, plumbers, gas and steamfitters, stone cutters and builders' labourers found employment dull.

Metal and engineering.—Iron moulders, iron workers, machinists, engineers, steam engineers, electrical workers and linemen, blacksmiths, boilermakers, sheet metal workers and horseshoers were quiet.

Woodworking and furnishing.—Woodworkers, varnishers and polishers, carriage and wagon makers and car builders were quiet.

Printing.—Printers, pressmen, bookbinders and electrotypers were somewhat quiet.

Clothing.—Journeymen tailors, garment workers, hat makers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters and cigar makers were active.

Leather.—Leather workers and saddlers found employment quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees and theatre employees had active employment. Laundry workers were busy

Transport.—Railway train crews, telegraphers, switchmen, trackmen and freight-handlers were somewhat quiet. Cabmen, carters, teamsters and expressmen were active.

Unskilled.—On the whole, the supply exceeded the demand.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinney, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during April showed a slight improvement over March, but compared with April a year ago were less favourable. This was especially noticeable in the skilled trades, numbers of carpenters, bricklayers and other mechanics being unemployed. In the unskilled section the demand has been somewhat greater, and at least twice the number of labourers found employment than a year ago. This was due to the large number engaged in construction of street paving and the laying of a street car line. There were a considerable number of men employed by the Grand Trunk Pacific Co. grading yard limits in the north end of the city, also a number on railway construction both east and west. The supply, however, more than equalled the demand, as labourers are coming to the city in large numbers, and there are probably as many idle men here as at any time during the winter. Work on the Provincial Parliament Buildings is being proceeded with, a small number of men being engaged on the foundations. Work on the large packing plant to the north of the city will start about the first of May, and will give employment to a number of mechanics. Members of the Builders' Exchange reported little doing on residences as compared with April, 1907. Trade agreements between labour organizations and the Builders' Exchange expiring on May 1st, are being renewed under the same conditions as last year, the minimum rate of wages being: Carpenters, 42 cents per hour; bricklayers and masons, 60 cents; lathers,

4½ cents per yard; stonecutters, 70 cents; plasterers, 60 cents; painters, 45 cents; plumbers and steamfitters, 56¼ cents; sheet metal workers, 43 3-4 cents; electrical workers, 35 cents. In all cases where agreements exist, eight hours constitute the days' work. Unskilled labour is to be paid 25 cents per hour by the city, nine hours to the day. All contracts let by the city are to contain a clause to this effect. Work on the Strowger automatic telephone system is being proceeded with by the city. About 500 phones have already been installed.

The Provincial government have purchased the Bell Telephone system in Alberta for $675,000, and will operate same in conjunction with lines already built by them. This system, which now connects most of the large towns, will be extended by the construction of numerous branch lines during the year, the intention of the government being to give telephone service to as large a number of farmers as possible.

A by-law granting permission to the Canadian-American Oil Company to supply natural gas to the city was approved of by the ratepayers on the 6th inst. The agreement binds the company to lay ten miles of pipe toward the city before any work is done inside. It also stipulates that the power granted the company shall cease to exist, if at the end of two years and a half the company has failed to supply gas to the city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding is rapidly progressing under very favourable conditions, being three weeks earlier than last season. The area under crop will be much greater than ever before.

Lumbering.—The largest cut of logs in the history of lumbering in the north will be brought down to Edmonton this spring, one firm alone having eight million feet to bring. A reduction of two dollars per thousand on last year's prices is advertized by the dealers.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters, bricklayers, masons, plasterers, lathers, plumbers, painters, steamfitters, sheet metal workers all found trade very dull, with few men working.

Printing.—Printers, pressmen, bookbinders reported trade only fair.

Food and tobacco preparation.—Trade was fair.

Miscellaneous.—Barbers, clerks, stenographers, hotel and restaurant employees found trade fair, but a number were out of employment.

Transport.—Transportation companies were busy. Immigration has started much earlier than last spring, owing partly to more favourable weather conditions.

Unskilled labour.—The supply exceeds the demand.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district during April was dull, there being still a considerable surplus of labour, though some improvement has taken place in comparison with last month. Roch's sawmill on the Slocan river has started operations with the usual complement of men, and the Yale Columbia Lumber Company also started its mill at Nelson on the 6th inst.

The Crow's Nest Pass Coal Company has lately been making considerable improvements to its plants, both at Coal Creek and Michel, having installed new compressors, haulage system and other machinery. The company is now contemplating the erection of a new large steel tipple at Michel, taking advantage of the temporary slack time to rush through many improvements, so as to be in a position to take care of the largely increased tonnage that will be required when business resumes its normal condition.

A cablegram from London, England, announces that Mr. M. S. Davys has secured a long term lease of the Silver King mines, thus ensuring the unwatering and

further extensive development of the property, which is said to have large quantities of shipping ore waiting extraction. In the Westmount mine, situated on Ten-Mile tributary to Slocan Lake, the Slocan district still retains the lead as the richest silver producing territory within Kootenay district, the smelter returns showing from a shipment of 23 tons of ore about 400 ounces of silver and $1 in gold per ton. The expenses of mining and shipping will be largely reduced in future, and it is reported that a good-sized paying streak of this ore is in sight.

Residences are somewhat scarce in Nelson, and a number are under construction. The Methodist church has contracted for the erection of a new church, while the city is to build school buildings, debentures to the amount of $60,000 having been recently sold for that purpose. The prospects for a fair share of building at Nelson this season are good.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in this district continued to improve, and there are now only a small number of men idle. These, it is expected, will be absorbed in a short time, as many new avenues of employment are opening up as weather conditions improve. The B. C. Electric Railway Co. will shortly call for tenders for the construction of a part of the proposed electric road from this city to Chilliwack. The line is expected to be completed between these points by the 24th of May, 1910. This company has also undertaken to construct a dyke around what is known as the Sumas prairie, in the route to be covered by the road. About 30,000 acres of excellent agricultural land will thus be reclaimed. The company has also given a contract for a $20,000 addition to its car shops in this city. The ratepayers of the city will be called on in the near future to vote on a by-law authorizing the city to borrow $175,000, to be used in opening up new streets, building new sidewalks and improving the sewers. The Dominion government dredge, which has been under construction here for some time, has been launched and will shortly leave for its destination on the Skeena river.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Agricultural operations are now in full progress, seeding being the order of the day. A considerably increased acreage will be under crop this year, as a great deal of clearing has been done in the past year. The following are current market quotations:—

Beef, hind quarters	$ .08–	$ .9 per lb.
Beef, fore quarters	.06½	.07 per lb.
Mutton	.13–	.14 per lb.
Veal	.09–	.11 per lb.
Pork	.08½	per lb.
Eggs	.25	per doz.
Butter	.40	per lb.
Fowl	9.00–10.00	per doz.
Apples	1.25– 2.00	per box.
Potatoes	18.00–20.00	per ton.

Fishing.—Fishing for spring salmon on the Fraser River was much better than last month, many good catches having been made. The greater part of the fish are shipped to New York, where good prices can be obtained. About 125 licenses have been issued to fish for spring salmon.

Lumbering.—The embargo against the exporting of logs to the United States which have been cut on provincial lands has been raised by the provincial government in response to the representation of loggers that there was about 125,000,000 feet of the poorer class of logs in the water, for which a market could not be procured on this side of the line. It was also pointed out that these logs were likely to be destroyed by the teredo if left in the water much longer. Advantage is being taken of this action of the government to send a number of booms across the line, where they can be readily disposed of.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, carpenters, painters and plumbers were active, with builders' labourers quiet.

Metal.—Iron moulders, machinists and engineers were quiet, with blacksmiths active.

Woodworking.—Car builders (electric) were busy, with shingle weavers dull.

Printing. — Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors and boot and shoe workers were busy.

Food and tobacco preparation.—Bakers and confectioners were active, with cigar makers quiet.

Miscellaneous.—Barbers were active, with clerks and stenographers quiet.

Transport.—Street railway employees were active.

Unskilled labour.—Quietness prevailed.

VANCOUVER, B. C., AND DISTRICT.

Mr. George Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during April was much the same as in the preceding month, except that there was a slight improvement in some lines.

The Marine Shipmasters' Association has asked the Dominion Government to replace the beacons on the north shore of the first narrows of Burrard Inlet, and also that vessels towing heavy cargoes and ships be allowed to use tow lines of 50 fathoms in the said narrows, the limit at present being 30 fathoms and only applicable to log towers.

Judging by the clearing of building lots, an improvement in the building trade is looked for.

At a recent meeting of the Trade and Labour Council the following resolution passed:—

"Whereas this council deems it advisable that steps should be taken to protect the health and lives of those men who will be employed on the construction work of the Grand Trunk Pacific Railway now about to commence in this province.. . . . .

"Therefore be it resolved that the Secretary write to the Minister of Labour, requesting him to move in the matter and have a proper system of inspection inaugurated along the entire line of construction; also that each camp have a place reserved for the sick and injured apart from the bunk-house or mess tent, pending their removal to the hospital; further, that the contractors or the Government provide a proper ambulance, conveyance or stretcher service along the line between the hospitals."

Trade between Vancouver and New Zealand has improved very much during the past few months, and the steamers leaving this part are taking as much freight as they can hold. The steamer "Indraville," the last vessel to sail, took 3,500,000 feet of lumber and 500 tons of general cargo.

Bank clearings for the week ending 24th of April amounted to $2,842,975.

The Minister of Education, in replying to a communication received from the secretary of the Trade and Labour Council, stated that the Provincial Government had decided to provide free school books.

Civic employees are receiving union rates of wages on all public improvements etc. The resolution passed some years ago calls for the use of the union label.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The provincial fruit inspectors, while discussing with a representative of the press the damage to fruit trees, etc., said that the inspectors were doing their best to keep the orchards of the province clean, and it was the duty of the local fruit growers to assist them by seeing to it that their own stock was kept free from pests. The last of the second contingent of Salvation Army immigrants to British Columbia, originally numbering 280 altogether, arrived in Vancouver during the month and have already been placed. Of the 280 assigned to British Columbia, only about 70 reached Vancouver, and of these 50 were destined for positions on Vancouver Island, so that only from 15 to 20 domestic servants remained in the city.

Mining.—The Maple Leaf copper mine on Queen Charlotte Island has been bonded to the Bellingham Copper Company for the sum of $150,000.

CONDITION OF PARTICULAR TRADES.

Building.—Quietness prevailed in all branches, particularly with bricklayers, only 50 out of 225 being employed. An improvement is looked for shortly.

Metal, engineering and shipbuilding.—Conditions were somewhat quiet.

Woodworking and furnishing.—Lack of activity was the rule.

Printing. — Printers and pressmen found employment fair.

Clothing.—Tailors reported conditions unsatisfactory, there being no signs of the usual spring activity.

Food and tobacco preparation.—No special activity was reported.

Leather.—Conditions were very quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery and laundry workers reported a number of unemployed.

Transport.—The employees on the Canadian Pacific Railway were unsettled, owing to the negotiations pending re new schedules. Freight traffic was light, but passenger traffic was fairly good. Boats were busy.

Unskilled.—The number of unemployed is less than that of last month, owing to railway construction work being started to some extent in the north of the province. There are yet large numbers out of employment.

DISTRICT NOTES.

Porcher Island.—This island, situated 12 miles south of Prince Rupert, is attracting the attention of settlers and fishermen. Two syndicates have been formed and have commenced operations. They ship their fish wherever they can get a market, and have already made a beginning by selling the first catch at Prince Rupert.

Prince Rupert.—On Saturday, April the 11th, a start on the construction of the main line of the Grand Trunk Pacific east was made. About 50 men in the employ of Messrs. Foley, Welch & Stewart, contractors, were set to work clearing the right-of-way. Grading was begun later, and the labourers who are arriving by every boat are finding no difficulty in obtaining steady employment. It is expected that from a month to six weeks will elapse before the full plant of the contractors will have been distributed over the 100 miles section east to Kitsalas Canyon, and the 60 mile branch line from Kitimaat. Meantime a number of sub-contractors from the prairie provinces are busy inspecting the route with a view of bidding for sub-contracts. The contractors expect to have work for 1,000 men before the end of May. As the clearing of the town-site is virtually completed, the labourers engaged here all winter are being hired by the railway contractors. The restriction prohibiting people from coming here has been removed; hundreds of shacks and tents dot the cleared town-site. Two natives of India landed at Prince Rupert from the Princess May. There is no work here suitable for Hindu labourers, and a resident who employs labour paid their fare back to Vancouver. The climate of Prince Rupert is much the same as that of England, there is a good deal of rain, very little snow, and a temperature from 10 to 70 degrees above zero. The soil is a vegetable mould covered with moss and intermixed with roots, and from one to ten feet to bed-rock. The vegetation is almost wholly evergreen, the timber being red and yellow cedar, spruce, hemlock and bull pine. The undergrowth is principally blueberry bushes. The harbour is one of the finest on the Pacific coast.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was somewhat improved compared with last month, and there were not as many unemployed as formerly. This is mainly due to the fact that a great deal of building has been in progress, and the season's work in this line may now be said to be well under way. Besides, a number have left the city now that the bad weather is over, to seek employment in the mining camps and along the proposed line of the Grand Trunk Pacific Railway. Every boat that leaves for Prince Rupert is crowded to its utmost capacity, and often leaves passengers behind. There is no demand for more workmen than can be found at present in the city. During the past month, the ratepayers of Victoria

voted on and passed by-laws approving the expenditure of a large amount of money for sewerage work, the building of a new school, the laying of a salt water system for fire protection, which work when started will give employment to a large number of workmen for several months.

A new cigar factory has been started by the Morena Cigar Co. This factory will employ about 30 hands, two-thirds of whom are journeymen, all making good wages. The average weekly payroll is about $400.00.

Business, both wholesale and retail, is reported to be the best the city has ever experienced, though this is not what is considered the busy season of the year. Local bank clearings for the month of March totalled $4,290,782, compared with $4,272,712 the previous month, and $4,059,507 for the corresponding month in 1907. The figures for the three months total $12,954,589, compared with $11,719,838 for the first quarter in 1907, and $11,278,666 for the like period in 1906. Clearings for the week ended March 31 totalled $794,995.

The building permits taken out in March were almost double in value of those for February, and almost equalled those of both January and February. The record is as follows: January, $54,725; February, $63,315; March, $110,800. The total for the first quarter of the year is $238,840.

The following is the number of foreign immigrants landed at port of Victoria, B.C., from December 1st, 1907, to March 31st, 1908.

	Chinese.	Japanese.	Hindoos.	Poles.	Cylon.	Total
December	55	315	74	2	3	449
January	43	77	25	8	.....	153
February	35	139	.....	.....	.....	174
March	52	134	.....	.....	.....	186
Totals	185	665	99	10	3	962

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The only fishing going on was by a small fleet of sloops manned by Indians, Greeks and Japanese, who bring in halibut for the local market. Trap and net fishing for salmon for the canneries will not commence for a month yet.

Lumbering.—All the lumber mills were running to their fullest capacity, and as it is expected that the season now opening will be a heavy one for building, the outlook is bright.

Manufacturing.—All the machine shops and shipyards were busy, and kept their regular employees constantly engaged.

Sealing and whaling.—The few sealing schooners which went out in the spring are expected to report shortly, but it is considered unlikely that their catches will be large. Good reports were received from the whaling company's station on the west coast, some good catches having been made.

CONDITION OF PARTICULAR TRADES.

Building.—With building permits amounting to over $110,000 for the month of March, and with the buildings at present being constructed, business will be very active. The contract has been awarded for the construction of the new agricultural buildings, which will give employment to a large number of carpenters, etc. Wm. Mable is about to build a large addition to his carriage works, and a new garage is to be erected by the Woods Bros. Inside of a few weeks practically all workmen in the building trades should be employed for some months.

Metal, engineering and shipbuilding.—Iron moulders have found business in a normal condition. Iron workers and helpers were busy, with plenty of men to

do the work. Machinists and engineers were well employed in the local machine shops. Electrical workers and linemen were not busy, but as new buildings progress, business will pick up. Stove-mounters had all the work they could do. Boilermakers and iron shipbuilders have been well employed during the month, but shipwrights and caulkers do not see much business ahead, the new river boats which they have been working on during the winter now nearing completion.

Woodworking and furnishing.—Woodworkers and upholsterers have been busy and the outlook is good for the spring. Varnishers and polishers were well employed.

Printing.—While the printing and bookbinding trades were very active, there were a few hand compositors out of work owing to a lay-off in the government printing office. There has been a demand for linotype operators on the morning paper.

Food and tobacco preparation.—Bakers, butchers and meat cutters have found business good. Cigar makers report that the local make is still in good demand, and keeps the regular number of hands well employed.

Leather.—Harness makers have found business in a fair condition.

Miscellaneous.—Barbers and hotel and theatre employees were well employed.

Transport.—Owing to the cheap passenger rates between here and Puget Sound ports, trade has been brisk.

Unskilled.—While a great deal of unskilled work is being done at present, it is expected that much more will be undertaken in the near future. This will employ practically all those now out of work.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this district during the month though, not active, has shown an improvement over last month. There were still a number of men out of work, but the most of them have found employment of some kind or drifted away to other places. Trade has been quiet but merchants are expecting an improvement before long. There have been no changes in hours of labour or rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are well ahead with spring work.

Fishing.—With the exception of the whale fishing on the west coast of the Island, there was nothing doing among the fishermen.

Lumbering.—Work was very quiet, there being hardly any of the lumber camps working, and those working are not full-handed. In the sawmills work was slack.

Mining.—The coal mines in this city were working 4 days a week, and the other mines in the district were working short time. The quarries are not doing much at present.

Railroad construction.—Work is going on at the extension of the E. & N. Ry. Clearing the right-of-way is nearly done, and contracts are being called for construction, which it is expected will soon be begun.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons reported work dull. Carpenters were active there being more new buildings in construction and contemplated than for several years. Painters were quiet, plumbers fairly active, and builders' labourers quiet.

Metal.—Blacksmiths and carriage makers reported work as fairly active, but not up to expectations for the time of year.

Printing.—Printers were quiet.

Clothing.—Tailors were quiet.

Transport.—Teamsters and expressmen were fairly active.

Unskilled labour was better employed than last month. The city has been doing a good deal of street work, and the provincial government has also employed a number of men on road and other work. Nevertheless, there are still a number of men out of work in the district.

BUILDING OPERATIONS IN CANADA, DURING 1907.*

THE Department of Labour presents herewith a detailed statistical return relating to building operations in the leading industrial centres throughout Canada during the calendar year, 1907. The return is similar in general scope to those previously issued by the Department with reference to building in 1906 and 1907.

For some time past the great extent of building has constituted one of the most noteworthy features of the season throughout Canada in connection with industrial and labour conditions, the marked expansion which has taken place in commerce and industry having been accompanied by a corresponding increase in the number of buildings erected or enlarged. The return is intended to afford an index to the nature and extent of this activity. It is also of value as throwing light not only on the amount of employment rendered available to workingmen in the building trades and in the manufacturing of building material, but on the general character of industrial developments in Canada during the period covered.

The statistics were collected by the Department during the months of January, February and March, returns being sought of the number of permits issued in municipalities having a population of 5,000 and upwards, and of the declared valuation of the buildings erected therein, the statistics being further classified according as the work was in connection with new buildings or repairs. In municipalities in which no system of issuing permits is in use returns based on estimates prepared by local architects, building contractors, assessment commissioners or others in a position to furnish reliable information were secured.

The statistical information collected in this way, is presented in full in the accompanying tabular statement, details being added where such were obtained for the preceding year. A description in detail is given below with reference to the more important features that characterized the operations of the year in the several municipalities.

The General Result.

It will be seen that detailed information was obtained by the Department with reference to building operations during 1907 in fifty-one localities in the Dominion, compared with forty-one in 1906, an estimate of the total value of the buildings being obtained in each case. The return is complete for all localities of a population of 8,000 and over, but replies were not received from certain of the smaller municipalities.

The total value of buildings erected in these localities was $58,587,987.50. Of this the city of Toronto, Ont., contributed $14,325,800, being, as in 1906, the locality in which building was most active during the year. The city of Montreal, Que., with $8,406,136, stood second; Winnipeg, Man., stood third with $6,455,350 and Vancouver, B. C., fourth with $5,596,594. The remaining cities in which the value of building during 1907 exceeded $500,000, were: Hamilton, Ont., $3,030,240; Ottawa, Ont., $2,364,950; Edmonton, Alta., $2,275,218; Calgary, Alta., $2,109,249; Victoria, B.C., $1,500,000; Regina, Sask., $1,177,840; Medicine Hat, Alta., $1,000,000; London, Ont., $875,000; Halifax, N. S., $626,603; Berlin, Ont., $770,000; Stratford, Ont., $667,038; Brandon, Man., $557,180; Quebec, Que., $529,820; Sherbrooke, Que., $520,100; New Westminster, B. C., $520,000; Brantford, Ont., $510,020; and Guelph, Ont., $520,750.

Comparative returns relating to the value of buildings in 1907 and 1906 were obtained in the case of 40 cities. It will be seen from the table that these included all the larger centres. In these cities the total value of buildings erected in 1906 was $58,615,174 ,and in 1907, $56,305,792.50. The decrease of building in these cities in 1907 as compared with 1906 was, accordingly, $2,309,381.50. The localities from which returns were received to the effect that the year was less active than in 1906, were Sydney and Halifax, N.

* For a tabular statement showing rates of wages paid and hours of labour worked in the building trades throughout Canada during 1906 and 1907 see the *Labour Gazette* for December 1807, pp. 700-715.

S.; Charlottetown, P.E.I.; St. Hyacinthe and Montreal, Que.; Belleville, Welland, St. Catharines, Woodstock, London, St. Thomas and Sault Ste. Marie, Ont.; Winnipeg and Brandon, Man.; and Regina, Sask. The most notable decrease of the year took place at Winnipeg, Man., viz., $6,305,100. In all the other cities increases were shown. The localities in which the increase in the amount of building during the year compared with the preceding year was more than $500,000, were as follows:—

City.	Amt. of Increase.
Vancouver	$1,362,684
Toronto	1,165,402
Hamilton	1,105,425
Victoria	800,700
Ottawa	635,975
Calgary	626,265

Nature and Extent of Building by Localities.

The following is a brief statement showing the general nature and extent of building operations during 1907 in the more important centres of population throughout Canada:—

Sydney, N. S.—Thirty-six permits for new buildings, to the value of $80,750 were issued, and 11 permits for repairs to the value of $6,425, making a total of $87,175, compared with $118,425 in 1906, and $118,800 in 1905.

Sydney Mines, N. S.—Some 55 new buildings, valued at $150,000, were erected in 1907. Among these were a presbytery and church valued at $20,000; another church valued at $11,000; and a town hall valued at $14,000.

Halifax, N. S.—The total number of permits for new buildings issued was 119 and for repairs, 378. The value of new buildings erected was $459,176 and of repairs, $167,427, making a total of $626,603. In 1906, which was the most active building year on record in Halifax, the total was $688,315. Among important buildings, for which contracts were awarded in 1907, were the following:—Municipal engine house, $17,616; school, $35,000; monastery, $45,000; telephone building, $50,000; bank, $30,000; power house, $30,000; arena, $35,000; car shops and machine shops, planing mill, etc., of the Silliker Car Company, $29,500; addition to court house, $25.000.

Amherst, N. S.—Building was very active. Between April and November some 49 new dwellings were erected. In addition, new offices were built by the Bank of Nova Scotia, and by the Royal Bank. Three large commercial blocks, and large additions to the rolling mills, and to the Amherst Boot and Shoe Factory were built. The total value of these buildings was estimated to be in the vicinity of $500,000, an aggregate somewhat in excess of that of 1906. In neighbouring towns the value of buildings was estimated at $100,000.

Springhill, N. S.—Building operations were almost suspended during the summer of 1907 owing to labour troubles, though some important buildings, including a church, a public hall, a block of stores, and a number of dwellings had been projected. The total value of building was about $30,000, of which $13,000 was expended on a town hall, and $10,000 on dwelling houses. The decline in lumbering has been felt by this municipality, but the outlook is regarded as favourable, if labour difficulties are avoided.

Charlottetown, P.E.I.—The buildings erected during the year were as follows:—

Buildings.	Value.
House	$ 5,000
"	3,500
"	3,000
Boiler Shop	2,500
Store	2,000
P. W. College Wing	60,000
Telephone Bldg. and Extensions	1,900
Repairs to Post Office	1,200
House	2,000
Stable	700
Addition to residence	500
"	300
House	1,500

In addition to the above a new railway station and work shop were erected. On the whole the season was quiet.

TABLE SHOWING EXTENT OF BUILDING OPERATIONS IN CANADIAN CITIES, 1907.

	New Buildings.		Alterations and Extensions.		Totals.			
					Number.*		Value.	
	No.*	Value.	No.*	Value.	1906.	1907.	1906.	1907.
Nova Scotia—								
Sydney	36	$ 80,750	11	$ 6,425	56	47	$ 118,425	$ 87,175
Sydney Mines	55	150,000	.....	.....	.....	55	.....	150,000
Halifax	119	459,176	378	167,427	382	497	688,315	626,603
Amherst	49	500,000	.....	.....	.....	49	416,000	500,000
Springhill	.....	30,000	.....	.....	.....	.....	.....	30,000
Prince Edward Island—								
Charlottetown	13	100,000‡	.....	.....	.....	.....	140,000‡	100,000‡
New Brunswick—								
Moncton	70	173,000	24	12,800	55	94	120,450	185,800
St. John	104	459,575	.....	.....	99	104	306,550	459,575
Quebec—								
Quebec	98	511,550	77	18,270	161	175	289,002	529,820
Sherbrooke	.....	.....	.....	.....	.....	.....	480,000	520,100‡
Three Rivers	47	458,600	21	17,100	90	68	129,495	475,700
St. Hyacinthe	12	21,600	30	28,000	21	42	60,800	49,800
Montreal	1,472	7,552,136	.....	854,000	1,484	1,472	8,600,300	8,406,136
Hull	.....	.....	.....	.....	.....	.....	53,000	200,000
Ontario—								
Ottawa	307	1,888,900	48	476,050	362	.....	1,728,975	2,364,950
Kingston	.....	.....	.....	.....	.....	.....	.....	149,000
Belleville	30	245,000	.....	20,000	90	.....	600,000	265,000
Peterborough	269	752,860	35	29,161	310	304	615,000‡	782,021
Toronto	505	.....	.....	.....	4,802	.....	13,160,398	14,325,800
Niagara Falls	.....	404,000	.....	56,000	.....	.....	375,000	460,000
Welland	.....	393,000	.....	10,000	.....	.....	450,000‡	403,000
St. Catharines	53	188,420	21	32,700	120	74	225,735	221,120
Hamilton	956	3,030,240	.....	.....	697	956	2,124,815	3,030,240
Brantford	350	415,630	41	94,390	335	391	409,675	510,020
Paris	.....	215,000	.....	.....	.....	.....	.....	215,000
Guelph	.....	502,750	.....	.....	.....	.....	500,000	502,750
Berlin	275	620,000	.....	150,000	243	275	433,350	770,000
Waterloo	.....	213,000	.....	.....	.....	.....	.....	213,000
Woodstock	.....	121,000	.....	.....	.....	.....	161,000	121,000
Stratford	114	641,485	127	25,553	327	241	435,901	667,03
London	250	875,000	.....	.....	.....	.....	1,200,000	875,00
St. Thomas	59	99,050	26	10,360	85	.....	200,000	109,41
Chatham	.....	124,038.50	.....	9,997	123	.....	128,844	134,035.5
Sarnia	33	116,000	16	18,350	.....	49	.....	134,35
Windsor	76	166,350	13	4,890	85	89	168,245	171,24
Sault Ste Marie	.....	113,000	.....	800	.....	.....	126,000	113,80
Manitoba—								
Winnipeg	2,277	6,455,350	.....	.....	3,508	2,277	12,760,450	6,455,35
Brandon	230	556,230	2	950	180	230	748,672	557,18
Saskatchewan—								
Regina	407	1,145,240	73	32,600	.....	418	1,982,000	1,177,8
Yorkton	58	100,000	.....	.....	.....	58	.....	100,00
Moose Jaw	.....	.....	.....	.....	401	.....	843,200	.....

TABLE SHOWING EXTENT OF BUILDING OPERATIONS IN CANADIAN CITIES, 1907.—*Concluded.*

	New Buildings.		Alterations and Extensions.		Totals.			
					Number.*		Value.	
	No.*	Value.	No.*	Value.	1906.	1907.	1906.	1907.
Alberta—								
Medicine Hat	.....	1,000,000	.....	.....	.....	.....	.....	1,000,000
Lethbridge	103	353,900	.....	.....	.....	103	.....	353,900
Macleod	37	69,165	16	10,835	.....	53	.....	80,000
Calgary	505	2,095,164	12	14,085	385	517	1,482,984	2,109,249
Red Deer	43	90,160	25	6,785	.....	68	.....	96,945
Edmonton	788	2,017,407	122	257,811	930	910	1,869.069	2,275,218
British Columbia—								
Fernie	15	232,000	.....	.....	.....	15	109,000	232,000
Nelson	11	92,929	.....	3,250	.....	.....	84,514	96,178
Rossland	.....	.....	.....	.....	.....	.....	.....	20,000
New Westminster	300	480,000	.....	40,000	.....	.....	200,000	520,000
Vancouver	1,770	5,596,594	.....	.....	1,006	1,770	4,233,910	5,596,594
Victoria	.....	1,500,000‡	.....	.....	.....	.....	699,300	1,500,000‡
Nanaimo	.....	.....	.....	.....	.....	.....	.....	20,000

* In cities in which a system of issuing building permits exists, the returns under this heading relate to the number of permits issued; elsewhere the reference is to the estimated number of buildings erected or altered.
‡ Estimated.

Moncton, N.B.—The following statement shows the extent of building in Moncton during 1907, as compared with the two preceding years:—

	No. Permits	Dw'ling Houses.	Other Bldgs.	Repairs.	Value.
City:					$
1905...	55	15	15	25	125,200
1906...	56	31	9	16	118,600
1907...	94	60	10	24	157,800
Suburbs:					
1907 ..	.....	15	5	.....	28,000

It will be seen that the total value of buildings erected and repaired in 1907 was $185,800. Of the permits issued, 70 were for new buildings and 24 for repairs, the latter being valued at $12,800, and the former at $145,000. The year was considerably more active than 1906.

St. John, N. B.—The number and value of buildings erected in 1907 was as follows:—

Number.	Nature of Building.	Value.
87.....	Wooden.....	$ 181,025.00
13.....	Brick.....	253,750.00
3.....	Brick cased.....	3,800.00
1.....	Stone.....	21,000.00
104		$ 459,575.00

Fifty-eight of the above wooden structures are dwellings and 6 are to be used as stores and dwellings combined. Three of the brick buildings are dwellings, the rest (10) being warehouses and stores. The 3 brick-cased buildings are dwellings. In the previous year the total value was $306,550, and in 1905, $220,300.

Quebec, Que.—The number of permits issued for new buildings was 98, and for repairs 77; the value of the former being estimated at $511,550, and of the latter at $18,270. In addition to the above, a considerable amount of building was unrecorded, as permits are not required except where interference to traffic on thoroughfares occurs. Building of recent years has been more active in the suburbs

of Limoilou, Stadacona, St. Malo and Notre Dame than in Quebec proper.

Three Rivers, Que.—The number of new buildings was 47, valued at $458,600, and of buildings repaired 21, valued at $17,-100. The principal buildings under construction were a convent valued at $75,-000, a school valued at $32,000, and a cotton factory on which $250,000 has been already expended and which when completed, will cost in the neighbourhood of $1,000,000. Fourteen of the new buildings erected were of brick, the rest being of wood. Compared with 1906, there was an increase estimated at 27 per cent. in the amount of building.

Sherbrooke, Que.—The approximate value of new buildings erected during 1907 was $520,100. The valuation roll, completed in June, showed an increase of $265,000 in the valuation of property compared with the preceding year. Since the roll was completed several large buildings were started, including new shops by the Rand Drill Company, a number of new factories, a Y.M.C.A., building, several new dwellings, and additions to the hospital and Grand Trunk Railway station. By wards the figures were as follows: In North Ward, which is the residential part of town, some $48,500 was spent on dwellings, with the exception of $15,000 which has been spent on a partially completed Y.M.C.A. building. There will be a further $15,000 spent in 1908 on this building as well as about $10,000 for dwelling houses already contracted for. In the Centre Ward the figures are placed at $48,300.00. Of that amount, $15,000 was spent on a business block, and a like amount each on a new cigar factory and a building for a patent medicine company. The rest was expended on new dwelling houses and repairs to others. In this ward a new business block to cost about $30,000 will be erected, in 1908, and about $5,000 will yet have to be spent on the factories and business block mentioned above. Among the large expenditures in South Ward was $5,500 for a jewellery factory; $15,000 for a pork packing establishment; $50,000 for new shops of the Rand Drill Co., $15,000 for remodelling and additions to G. T. R. Station; $10,000 for an oil warehouse, $3,000 for car barns, and about 80,000 on dwellings and stores, making in all about $193,000. In this ward, the E. & I. Fairbanks' Company will begin erecting shops in the spring, the estimated cost being about $75,000, while the contract for the new drill shed has been awarded, and work will commence when the season opens, the price being in the neighbourhood of $80,000. In the East Ward, several large contracts were entered into. About $100,000 has been spent on the Catholic Church, and about $75,000 on the new hospital. The Exhibitition Association spent between $30,000 and $40,-000 on new buildings, while a large number of dwelling houses were erected making in all an approximate expenditure of about $249,000. There is yet to be spent on the hospital another $75,000 at least, and it will take another $40,000 to complete the church. Most of the houses in Sherbrooke are owned by the occupants, and considerable building takes place without an architect being consulted, as one set of plans may be followed for a number. The outlook, as will be seen from the above figures, is as encouraging as that of last year. The figures given of the work to be undertaken has been contracted for to a large extent.

St. Hyacinthe, Que.—Building was very quiet. No system of issuing permits exists, but an estimate based on the opinion of leading contractors placed the total number of new buildings at 12, valued at $21,600, and the number of buildings repaired at 30, valued at $28,000. In the total expended on repairs was included an item of $10,000 for the Roman Catholic Cathedral.

Montreal, Que.—According to the official return of the building inspector, new buildings to the value of $7,552,136 were erected and alterations to the value of $854,000 were carried out, making a total of $8,406,136. According to an estimate made by the Builders' Exchange this total represents only 60 per cent. of the actual value of the buildings completed. In the various suburbs the value of buildings erected, according to the Builders' Exchange, was as follows:

St. Louis, actual	1,478,660
Delorimier, actual	402,500
Maisonneuve, actual	1,504,645
Cote St. Paul, (estimated)	500,000
Outermont, (estimated)	200,000
Westmount, actual	893,600

According to the Builders' Exchange, therefore, the total value of buildings erected in Montreal and contiguous suburbs was $16,748,135. The feature of the year was the large amount of money invested by banks in office buildings, one of which, costing $600,000, was the largest contract of the year. In 1906, the total value of building in Montreal proper was $8,600,300 and in 1905, $5,590,698.

The following table, shows by months, the value of buildings undertaken during 1907:—

January	$ 50,450
February	157,460
March	534,636
April	1,030,866
May	1,870,465
June	864,266
July	843,503
August	411,925
September	449,676
October	998,159
November	155,815
December	182,065

The foregoing figures represent over 1,400 building permits, or an average of about four and a half a day for the whole season, but during the building months of April and May the average was a little over sixteen permits a day.

The permits by months for new buildings were issued as under:—January, 20; February, 64; March, 90; April, 205; May, 231; June, 183; July, 138; August, 119; September, 148; October, 137; November, 79; December, 58.

Hull, Que.—Building operations were active. Though no official statistics are kept, it is estimated that new buildings and improvements to the value of $200,000 were carried out during 1907. Important structures completed were; the Wood' Building costing $75,000; the Bank of Montreal costing $40,000; hotels costing $13,000 and $7,000, and dwellings costing $12,000. The cement company began in December the expenditure of $250,000 on the enlargement of its plant. At Aylmer, Buckingham and Gatineau Point conditions were quiet. About $100,000 was spent on a residence at Meach's Lake.

Ottawa, Ont.—Some 307 permits for new buildings, valued at $1,888,900, and 48 permits for repairs, valued at $476,050, were issued, making a total of 355 permits for building aggregating $2,364,950 in value, compared with 362 permits for $1,728,975 in the preceding year. Among the permits which account for the increase was one for an addition to the House of Commons to cost $237,443; one for an addition to the Collegiate Institute to cost $222,900, and one for the erection of a Y.M.C.A., building to cost $217,000.

The chief contracts expected during 1908 are those for a new Grand Trunk Railway station and hotel, to cost respectively $1,000,000 and $1,500,000. A scarcity of dwellings prevails, and it is expected that a considerable number will be erected this year. Some important amendments in the building by-laws are under consideration.

Kingston, Ont.—A list of the most important buildings under construction at Kingston, Ont., during 1907, is as follows:—

	Value.
A Biological Department at Queen's University	$ 50,000.00
Residence	8,000.00
Residence	9,000.00
3 residences	9,000.00
Additions and repairs to store	9,000.00
Residence	4,000.00
Power house, Canadian Locomotive Works	15,000.00
Improvements, Artillery Park, Barracks	20,000.00
Incidents, sundries, repairs, etc	25,000.00
Total	$149,000.00

Belleville, Ont.—According to contractors' estimates, between 25 and 30 new residences were erected at a cost of about $60,000. A sum of $60,000 was spent on the Hotel Quinte, $25,000 on the new drill hall, $50,000 an a House of Refuge, $25,000 on a public library and $25,000 on a cement plant. Repairs and enlargements were estimated to cost $20,000. The total was $265,000 compared with $600,000 in the preceding year.

Peterborough, Ont.—Two hundred and sixty-nine permits for new buildings, valued at $752,860, and 35 permits for repairs, valued at $29,161, were issued. The system of issuing permits was adopted on April 1. Among the new buildings erected were the following:—

Collegiate institute	$ 60,000.00
Drill hall	125,190.00
Normal school	54,000.00
R. C. Church	56,000.00
North Ward school	25,000.00
Music conservatory	3,000.00
	$ 323,190.00

Buildings erected in the surrounding district were approximately $50,000 in value. The value of buildings and repairs carried on in 1906 was approximately $615,000.00.

Toronto, Ont.—The approximate value of buildings erected during 1907 was $14,325,800, compared with $13,160,398 in 1906. This is the highest for any one locality in Canada. The number of new buildings erected in 1907 was 5,051 compared with 4,710 in 1906. The following table shows the number of permits issued for the several classes of buildings during 1907:

NO OF PERMITS AND CLASSIFICATION THEREOF, 1907

Permits.	Buildings.	Value.
1,932	Brick dwellings	$5,900,570.00
148	" ....Alt. & Add.	158,625.00
411	Roughcast dwellings	383,645.00
381	" Alt. & Add.	99,644.00
732	" Brick fronts	1,039,715.00
119	Frame dwellings	117,840.00
12	" ....Alt. & Add.	5,680.00
79	Brick veneer dwellings	128,780.00
237	Stores & Offices	1,283,675.00
164	" ....Alt. & Add.	331,936.00
9	Banks	349,450.00
4	" .....Alt. & Add.	18,000.00
4	Hotels	68,000.00
10	" .....Alt. & Add.	49,900.00
8	Churches	95,300.00
8	" .....Alt. & Add.	76,100.00
52	Workshops	159,260.00
5	" .....Alt. & Add.	4,000.00
35	Factories	953,600.00
24	" .....Alt. & Add.	82,650.00
1	Foundry	160,000.00
21	Storehouses	35,450.00
2	" .....Alt. & Add.	270.00
40	Warehouses	740,200.00
12	" .....Alt. & Add.	95,300.00
235	Verandahs	44,875.00
73	Sheds	19,850.00
150	Stables	78,310.00
18	" .....Alt. & Add.	5,565.00
1	Public Library	250,000.00
5	Theatres	428,000.00
1	" .....Alt. & Add.	700.00
3	Kilns	2,800.00
6	Chimneys & Smoke Stacks	23,885.00
6	Buildings—Exhibition Park	383,065.00
34	Garages	54,610.00
2	Fire Escapes	4,025.00
10	Buildings, Scarboro Beach Park	77,000.00
7	Laundries	22,400.00
1	Purifying House—Gas	32,000.00
1	College	28,000.00
1	" .....Alt. & Add.	6,000.00
7	Greenhouses	8,175.00
8	Club Houses	29,650.00
2	Sunday Schools	20,900.00
6	Boiler Houses	65,800.00
2	Rinks	10,700.00
5	Schools	82,000.00
12	" .....Alt. & Add.	177,400.00
1	Police Station	25,000.00
1	Morgue	30,000.00
1	Y.W.C.A.....Alt. & Add.	12,000.00
1	Billiard Room	3,000.00
1	Fire Hall	61,500.00
5,051	Total	$14,325,800.00

Niagara Falls, Ont.—An estimate of the extent of building operations during 1907 is as follows:—

	New.	Improvements.	Total.
Factory Buildings	100,000	20,000	120,000
Business Buildings (stores, etc.)	92,000	10,000	102,000
Dwellings, etc	212,000	26,000	238,000
Totals	$404,000	56,000	460,000

The above figures are not official. They are based on reliable information and careful estimates. The total is approximately $100,000 in excess of that of the previous year.

Welland, Ont.—The following is an estimate of the buildings erected:—

	New.	Improvements.	Total.
Factory Buildings	135,000	.....	135,000
Business Buildings (stores, etc.)	40,000	.....	40,000
Dwellings, etc	207,000	10,000	217,000
Churches	11,000	.....	11,000
Totals	$393,000	10,000	403,000

The above figures are not official. They are based on a carefully compiled list of building contracts. In 1906 the total value of new buildings was estimated at $450,000.

St. Catharines, Ont.—Some 53 permits for new buildings, valued at 188,420, and 21 for repairs, valued at $32,700, were issued, making an aggregate of $221,120, compared with $225,735 in 1906. Included in this total were bank buildings valued at $75,000 and $35,000, and $25,-

000 for a factory extension. Among buildings erected in the surrounding district were 20 residences valued at $43,000; a power station at Thorold, valued at $15,000; a smelter at the same place, valued at $20,000 and factory extensions, valued at $8,000, which with $22,000, expended on miscellaneous buildings make a total of $108,000.

Hamilton, Ont.—The Building Inspector's report for the year ended October 31st, 1907, showed that 956 buildings, valued at $3,030,240, were under construction, compared with $2,134,815 in the preceding year. A classification of these buildings is as follows:—

Brick dwellings	525.	$1,095,000
Frame dwellings	264	267,125
Alterations to dwellings	42	20,000
Stores and office buildings	50	482,950
Factories and additions to same	34	793,450
Churches, schools, etc	5	225,400
Home for incurables	1	29,150
Theatres, halls, etc	4	77,305
Hotels	3	13,000
Cement buildings	4	4,400
Stables and other buildings	24	21,560
	956.	$3,030,240

There were 100 more brick houses erected last year than in 1906, and 154 more frame houses. During the year, sewer construction was on a larger scale than ever before, 993 buildings having been connected with the city sewers.

Among the larger buildings under construction during the year were the terminal station; a church ($150,000); a club ($20,000); a school ($52,000) and a bank ($20,000).

Brantford, Ont.—The number of permits issued for new buildings was 350, and for repairs 41. The value of the former was $415,630 and of the latter, $94,390, aggregating $510,020, compared with $409,675 in the preceding year. This was the most active building year in the history of the city (*), Of the above total, $135,040 were expended on 7 factory extensions, about $5,000 less than were expended last year; $29,000 were spent on a bank building and $8,000 on church extensions. In addition, about 225 houses were built, ranging in value from $800 to $7,000 each. There were 53 more permits issued in 1907 than in 1906.

* See the *Labour Gazette* for March, 1907, page 1063.

Paris, Ont.—About $215,000 were spent for additions and repairs to buildings in 1907, of which $200,000 were for factory extensions.

Guelph, Ont.—It was estimated that the total value of buildings erected during the year was $502,750, a small increase over the preceding year, which was regarded as exceptionally active. The total was made up as follows:—

Residences	$184,150
Public buildings, churches, etc	165,400
Factories	137,400
Stores	15,800

The houses erected were of a superior class.

Berlin, Ont.—Some 275 new dwelling houses were erected, at a total cost of $550,000. In addition, several business blocks were built at an aggregate cost of $50,000; a new market building was erected costing $20,000, and extensions and additions to factories carried out at a cost of $150,000, making a total of $770,000.

Waterloo, Ont.—The sum of $213,000 was expended on new buildings, including residences, additions to factories, etc.

Woodstock.—The total value of buildings and repair work during the year was estimated at $121,000, compared with $161,000 in 1906.

Stratford, Ont.—One hundred and fourteen permits were issued for new buildings, valued at $641,485, and 127 for alterations and repairs, valued at $25,553, a total of $667,038. Among the new buildings erected were the following:—

Residences	123
Factories and shops	5
Stores	3
Stables	9
Church	1
Additions to factories	4
School	1

London, Ont.—Estimates made by leading contractors place the total number of buildings erected at about 250, valued at $875,000, compared with $1,200,000 in the preceding year.

St. Thomas.—New buildings (59) to the value of $99,050, and repairs (26) to the value of $10,360, were completed, making a total of $109,410. In 1906 the total was $200,000. It was estimated by the assessor that the amount quoted for repairs was considerably short of that

actually expended in this connection during the year.

Chatham, Ont.—New buildings were erected to the value of $124,038.50 and repairs carried out to the value of $9,997 in 1907. This estimate is based on the assessed value of the properties and may be regarded as a minimum valuation. Among the contracts awarded were, one for a brass factory valued at $16,000, one for a maternity hospital valued at $10,950, one for a hotel valued at $12,000, one for a business block valued at $10,942 and one for a business block valued at $7,000.

Sarnia, Ont.—According to an estimate made by contractors, 33 new buildings were erected, valued at $116,000, and 16 extensions and repairs carried out, valued at $18,350. One of the new buildings was a chain factory costing $39,000.

Windsor.—Permits for 76 new buildings, valued at $166,350, and for 13 repairs, valued at $4,890, were issued in 1907, making a total of $171,240, compared with $168,245 in 1906. Among the more important constructions were an apartment house valued at $18,000 and a wood mantel factory valued at $32,000.

Sault Ste. Marie.—Very little general building was done during the year. Among new buildings were:—

	Value.
Church	$ 33,000
Fire hall	15,000
Convent school	14,000
Addition to church	6,000
Addition to hospital, building	30,000
" heating, furnishing, etc.	15,000
Total	$113,000
Repairs	800
Total	$113,800

Winnipeg, Man.—During 1907, buildings to the value of $6,455,350 were erected. The total in 1906 was $12,760,450. The number of permits was 2,277, compared with 3,508 in 1906. A classification of the new buildings erected is as follows:—

CLASSES OF NEW BUILDINGS ERECTED IN WINNIPEG IN 1907.

	No.	Value.
Wood frame buildings, without or with, only limited sanitary improvements	627	737,450
Wood frame with stone basement—all modern	532	1,762,150
Brick dwellings—all modern	82	555,900
Brick veneer—all modern	17	140,200
Stores—one storey	44	65,900
Apartment and office blocks	23	696,150
Churches, School and Institutional Buildings	20	238,550
Warehouses and Factories	64	1,132,200
Garages and Public Buildings	20	129,100
Stables, Sheds and Workshops	443	178,450
Additions, Repairs and Alterations	965	812,000

Brandon, Man.—Some 230 permits for new buildings, valued at $556,230, and 2 permits for repairs, valued at $950, were issued. These prices are bare contract prices and do not include the value of subcontracts awarded for heating, plumbing, painting, etc.

The following sums were expended on construction work by the municipality during 1907:—

Nature of work.	Value.
New pavements	$ 8,804.00
New sewers	32,780.82
Water works extensions, mains	14,497.82
" new services	4,848.95
" new meters	5,312.50
New bridge	20,000.00

Regina, Sask.—Four hundred and seven permits for new buildings, valued at $1,145,240, and 73 permits for repairs, valued at $32,600, were issued, making a total of 418 permits issued and a total valuation of $1,177,840. This was an increase of 60 in the number of permits, though the total valuation of buildings begun in 1906 exceeded that of 1907.

Yorkton, Sask.—The following buildings were erected in 1907:—

No. of Bldgs. erected.	Nature of Buildings erected.	Value.
52	New dwellings	45,450.00
1	Elevator	7,000.00
1	Bank	9,000.00
1	Business block	10,000.00
2	Brickyards	20,000.00
1	Public school	3,500.00
	Repairs and additions	5,050.00
	Total	$100,000.00

In addition, a hotel valued at $60,000, a land titles' office valued at $35,000, and a post office valued at $20,000 were under construction. A system of waterworks and sewerage is being installed at a cost of $45,000, and additions are being made to the telephone system costing $10,000. Contracts already estimated for the present year aggregate $50,000 in value.

Edmonton.—Seven hundred and eighty-eight permits for new buildings, valued at $2,017,407, and 122 permits for repairs, valued at $257,811 were issued, making a total of 910 permits issued and a total valuation of $2,275,218, compared with a total of 930 permits and a total valuation of $1,869,069 in 1906.

Medicine Hat, Alta.—It was estimated that the value of building operations would approximate $1,000,000. Among important buildings under construction were:—

	Value.
Bank building	$35,000.00
Club building	20,000.00
Post office	40,000.00
High school	30,000.00
Hotel	20,000.00
Brick factory	150,000.00
Armouries	16,000.00
Western canneries establishment	58,000.00

The sum of $16,175 was expended on waterworks, $10,140 on sewers and $15,790 on gas mains during 1907.

Lethbridge, Alta.—The number of building permits issued was 103, for buildings aggregating $353,900 in value. Among the more important buildings under construction were the following:—

	Value.
Woollen mill	$40,000.00
Flour mill	60,000.00
Flour mill	20,000.00
Brick plant	15,000.00
Kindergarten School	5,000.00
2 Brick business blocks	21,000.00
Additions to brewing plant	30,000.00
Hospital	4,500.00
Additions to hotel	10,000.00
3 Brick residences	12,300.00
38 Frame residences	101,100.00
C.P.R. water tank, addition to round house and various buildings	26,500.00

The most important work under way was the construction o the C.P.R., bridge over the Belly River, commenced in October, 1907, which is 5,327 feet long and 310 feet above the river. About one-half of the concrete piers have been constructed and the steel work on the superstructure will commence in the spring.

Macleod, Alta.—Building during 1907 was valued at $80,000 as follows:—

New Buildings.		Alterations and Extensions.		Total.	
Number	Value.	Number	Value	Number	Value
37	$69,165.00	16	$10,835.00	53	$80,000.00

The sum of $4,000.00 was spent on an addition to a hotel, $34,000.00 for a brick and stone business block, and the balance on private dwellings.

Calgary, Alta.—Five hundred and five permits for new buildings, valued at $2,095,164, and 12 for repairs, valued at $14,085, were issued in 1907. Among the important buildings in course of construction were the following:—

C.P.R. Depot	$225,000.00
Court House	22,500.00
City Hall	150,000.00
Register Office	120,000.00
Y.M.C.A.	90,000.00
Normal school	70,000.00
High school	30,000.00
Total	$910,000.00

Red Deer, Alta.—The number of new buildings erected was 43, costing $90,160, and of buildings repaired 25, costing $6,785. Among the new buildings was a church costing $30,000, of which only $11,000 has been expended to date.

Edmonton, Alta.—The value of building permits issued during 1906 was $1,869,069, compared with $2,268,210 in 1907. Owing to the money stringency a considerable portion of the latter amount was not spent.

Fernie, B.C.—The following buildings were erected:—

Building.	Class.	Value.
Post office	Brick ...	$ 60,000.00
Court House	Frame ..	25,000.00
Rink	" ..	23,000.00
Western Canneries establishm't	" ..	18,000.00
C.P.R., station	" ..	20,000.00
Laundry	" ..	10,000.00
Temperance hotel	" ..	12,000.00
Elk planing mill	" ..	10,000.00
Wood McNab Mill	" ..	10,000.00
Jail	" ..	1,500.00
Fire hall	" ..	1,500.00
Residences	" ..	30,000.00
Fernie hotel, addition	" ..	8,000.00
Livery	" ..	2,000.00
Home hospital, addition	" ..	1,000.00
		$232,000.00

Nelson, B.C.—There have been issued throughout the year, within the fire limits, one permit for a brick building, costing $1,800 and eighteen permits for alterations, costing $3,250. Outside the fire limits, 11 permits have been issued comprising new buildings and repairs, costing $91,129, making a total of $95,179.

Rossland, B.C.—Building has been quiet for the past two or three years. The value of construction in 1907 was estimated at $20,000.

New Westminster, B.C.—Some 300 new dwellings valued at $450,000 and repairs valued at $20,000 were carried out in 1907. In addition, new factory buildings to the value of $30,000 and repairs to factories valued at $20,000 were completed, making a grand total of $520,000. In 1906 the total value of buildings was only $200,000.

Vancouver, B.C.—In 1906 there were issued 1,006 building permits, valued at $4,233,910, compared with 1,770 permits, valued at $5,596,594, in 1907, or an increase for the latter year of 764 in the number of permits and $1,362,684 in the value represented.

Victoria, B.C.—Building during 1907 was more active than in many years past. The aggregate value of buildings erected was estimated at nearly $1,500,000. The following is the record in previous years since 1890:—

1890	$1,101,200
1891	1,279,620
1892	1,045,500
1893	503,900
1894	312,725
1895	419,600
1896	396,600
1897	334,800
1898	216,800
1899	255,500
1900	363,850
1901	370,300
1902	326,000
1903	337,940
1904	607,150
1905	554,250
1906	699,300

It will be seen that the heaviest previous year was 1891, when the aggregate total was $1,279,620.

Nanaimo, B.C.—The building of dwellings was more active in 1907 than in 1906, both in Nanaimo and the surrounding district. No system of issuing building permits obtains. An approximate estimate of the value of new buildings erected in the city is $10,000, with about the same amount on repairs. The value of buildings erected in the district is estimated at $20,000.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF APRIL, 1908.

DURING the month of April the Department received two applications for the establishment of a Board of Conciliation and Investigation, viz.:

1. On behalf of various trades in the mechanical departments of the Canadian Pacific Railway, the application reaching the Department from representatives of the employees at Winnipeg, and the dispute affecting, it was alleged, 1,770 persons directly and 1,600 persons indirectly.

2. On behalf of various trades in the mechanical departments of the Canadian Northern Railway, the dispute directly affecting, it was alleged, 850 employees.

Of applications received prior to the beginning of the month, proceedings in connection with which remained unfinished at the close of the preceding month, there were the following, viz., (1) On behalf of the employees of the King Edward mine, Cobalt, Ont.; (2) On behalf

of the Lake Seamen's Union, being employees of members of the Dominion Marine Association; (3) On behalf of the employees of the Manitoba and Saskatchewan Coal Company, Limited, of Bienfait, Sask.; (4) On behalf of the employees of the Western Dominion Collieries, Limited, of Taylorton, Sask.; (5) On behalf of Mechanics' Lodge No. 23, Provincial Workmen's Association, being employees of the Cumberland Railway and Coal Co., Limited; (6) On behalf of the employees of John Marsh, John Howells and Steven Bros., coal operators, at Woodpecker, Alta., dealt with as a whole; (7) On behalf of the employees of the Hamilton Street Railway and allied companies of Hamilton, Ont.

During the month reports were received in the case of the dispute at Woodpecker, Alta.; in the case of the dispute between the Lake Seamen's Union and the Dominion Marine Association; and in the case of the Hamilton Street Railway and allied companies and their employees.

The proceedings during the month in connection with various other disputes referred under the Act are set forth in the present article.

No action was necessary on the application from the employees of the Canadian Northern Railway. A telegram from the representatives of the employees reached the Department a few hours after the receipt of the application itself, requesting that action by the Minister in the matter be deferred, a settlement being in sight, and a telegram received later in the same day, April 30, advised that an agreement between the company and its employees had been signed. Under the circumstances, it became unnecessary to take further procedure under the Act. The particulars of the terms of settlement had not been received in the Department at the close of the month.

I.—THE COAL MINING DISPUTE AT WOODPECKER, ALTA.,—BOARD'S RECOMMENDATIONS AS TO SCALE OF WAGES—MINE AT PRESENT NOT OPERATING.

THE Department received on April 6 the report of the Board established in the case of the dispute at Woodpecker, Alta., between Messrs. John Marsh, John Howells, and Steven Bros., coal mine operators, taken together, and their employees. The application was received in the Department on February 15, and was said to concern 72 employees. The application was made by the employers, who stated that a lockout would occur if the differences were not referred to a Board. The dispute related to wages and conditions of labour. The Board comprised Mr. W. E. Bullock, Calgary, Alta., Mr. F. H. Sherman, Taber, Alta., and the Hon. Mr. Justice Stuart, Calgary, Alta.

The Board sat at Taber on March 17 and 18, and heard a number of witnesses. The report presented was signed by the chairman and Mr. Bullock, Mr. Sherman objecting to the conclusions reached. The report was accompanied by a covering letter from the chairman of the Board expressing the opinion that the Industrial Disputes Investigation Act, 1907, can have no effect in this case in preventing a strike or a lockout, inasmuch as the mines were not and are not in operation. They have been closed down practically for want of orders for some time; only one carload had been shipped since December." The feature of the report was the recommendation of a schedule of wages which ran somewhat higher than that formerly paid by the operators, though not reaching in some cases the schedule asked by the men.

The Report of the Board.

The text of the report is as follows:—

In the Matter of the Industrial Disputes Investigation Act and of a dispute between John Marsh, John Howells and Steven Bros., employers, and the United Mine Workers of America, employees.

We, the undersigned members of the Board of Conciliation and Investigation appointed under order dated the 25th day of February, 1908, hereby report as follows:—

The Board met pursuant to appointment of the chairman at Taber on Wednesday, March 18, 1908, at ten o'clock a. m., and after being duly sworn, proceeded to hear evidence on behalf of the employers and the employees. A copy of the principal facts given in evidence taken by the chairman is attached hereto. The Board sat all day Wednesday 18th, and all day Thursday, the 19th, and also until 9.30 in the evening on the latter day.

We beg to recommend the payment of the rates set forth in the following schedule.

Coal per ton in seams run of mine (2,240 lbs.)	$ 1 05
Coal per ton forked (2,000 lbs.)	1 20
Coal per ton in all narrow work	1 00
Turning rooms	5 00
Brushing in rooms per yard	40
Brushing in entries per yard, main entry 6 ft. high, 7 ft. wide in coal and 5 ft. wide in rock	1 25
Brushing in butt entries 5 ft. 6 inches high	1 00
Yardage—crosscuts 8 feet wide	1 00
Yardage—butt and face entries	1 00
Day men's wages, miners	3 00
Day men's wages, labourers- underground	2 50

Ton to be 2,240 lbs. unless forked.

Dockage system to be adopted with a reference to Pit Committee for bone or rock and also for excessive amount of slack. Owners to have option of enforcing use of forks.

(Sgd.) CHAS. A. STUART,
Chairman.
(Sgd.) W. E. BULLOCK.

Taber, March 19, 1908.

Mr. Sherman Dissents.

The Department received the following letter, Mr. Sherman dissenting from the findings of the report:—

April 2, 1908.

To the Minister of Labour,
Ottawa.

Dear Sir:

As a member of the Board of Conciliation and Investigation appointed to investigate a dispute at Woodpecker, Alta., I beg to report as follows:—

That in my opinion any reduction of wages is unwarranted and would not assist the owners at this time; consequently I refused to sign the report made by my colleagues on the Board.

Respectfully yours,

(Sgd.) F. H. SHERMAN

II.—THE HAMILTON STREET RAILWAY DISPUTE—TEXT OF BOARD'S REPORT—MR. O'DONOGHUE DISSENTS.

THE Department received the report of the Board established in this case on April 8th. In the application the employers were indicated as the Hamilton Street Railway Company, the Hamilton and Dundas Railway Company, and the Hamilton and Burlington Radial Railway Company. The number of persons directly affected was placed at 120, and that of those indirectly affected at 75. The application alleged discrimination against those of the employees who were members of Division No. 107 of the Amalgamated Association of Street and Electric Railway Employees of America, having special reference to the circumstances under which Mr. John Theaker, president of the Union, was dismissed from the service of the Hamilton Street Railway Company; the application also alleged that there had been several breaches of the existing agreement between the companies and their employees, the said agreement being the result of the award of the Ontario Railway Board. In a statement in reply to the application the employing companies argued that the dispute was not one which fell within the scope of the Industrial Disputes Investigation Act, and that in any case the charges of discrimination, breach of agreement, unfair dismissal, etc., were untrue. The Minister decided that the subject of the dispute was one proper to refer to a Board under the circumstances, and the Board was duly constituted, consisting of Mr. Wm. Bell, K. C., Hamilton, recommended by the employers; Mr. J. G. O'Donoghue, Toronto, recommended by the employees,

and His Honour Judge Monck, County Judge of Wentworth.

The Board sat several days during March and heard evidence on the subject of investigation, Mr. Reeves, an International officer of the Union, taking part in the proceedings; as a result of the enquiry, a report was prepared and forwarded to the Department, signed by the chairman and Mr. Bell. Mr O'Donoghue submitted a minority report, which was also forwarded to the Department. Both reports are printed in the present article. The report of the Board sustains generally the contentions of the employing companies, and finds that the charge of discrimination grew out of difficulties among the men themselves, as between union men and non-union men, concerning which the companies had preserved a strict neutrality. The dismissal of Mr. John Theaker was justified. The report condemned the attitude of the international officer of the union, Mr. Reeves, towards the officers of the employing companies, and submitted that better results would be obtained by employees in industrial disputes if the foreign element were eliminated from them." The report condemned the character of certain articles discussing this dispute contained in a monthly journal entitled "The Industrial Banner," of London, Ont., and recommended that "if the officers of the Union desire amity between the companies and themselves, they should discontinue the subscriptions to this paper until the publication of these articles cease."

Mr. O'Donoghue, in the minority report submitted, agreed with the other members of the Board insofar that he found in the evidence no justification for the charges of discrimination on the part of the employing companies against those of their employees who were members of the Union. Mr. O'Donoghue accepted as voicing the settled policy of the company, the declaration on this subject of Col. J. M. Gibson, the president of the company, "that there is no objection to employees belonging to a Union." He agreed also that the schedule arranged under the existing agreement had apparently worked out in favour of the older employees, and that as a consequence there was considerable friction between the older and younger men, to which, no doubt, many of the complaints were due. As to the dismissal of John Theaker, however, Mr. O'Donoghue held that Theaker was unjustly discharged, that the grounds alleged by the company for the discharge were not sustained by the evidence, and that "no other conclusion is possible than that he (Theaker) was made the victim of Mr. (Supt.) Miller's dislike. a dislike engendered by reason of Theaker's participation in the strike when he was president of the Union. That being the case, he should be reinstated. With regard to the comments contained in the report of the Board concerning "The Industrial Banner" publication, and the International officer of the Union, Mr. O'Donoghue pointed out, as to the Industrial Banner, that the Union as a whole subscribed for the paper, and the members by reason of their membership were entitled to receive copies. He did not think the complaint well founded "because the union cannot be expected to know what articles will appear from time to time in any newspaper, and subscription for the Hamilton daily papers might just as well be objected to." As to the attitude of the international officer, Mr. O'Donoghue submitted that "Mr. Reeves conducted the case of the men with marked ability, and was of much assistance in ventilating the whole case before the Board."

Although the Board was not able to reach a unanimous conclusion on the matters investigated, there is every reason to believe that the information brought out during the enquiry showing the real reason for much of the existing friction, tended to improve greatly the situation as between the disputing parties and to prepare the way for a better understanding between the employing companies and the men. Consequently, there has been no interruption of work by reason of the dispute, and Mr. Theaker having found employment elsewhere, it may be hoped there will be no recurrence of difficulty in connection with the various differences brought before the Board.

Report of the Board.

The text of the report presented by the Board is as follows:—

IN THE MATTER OF the Industrial Disputes Investigation Act, 1907, and of a dispute between

The Hamilton Street Railway Company, Hamilton and Dundas Railway Company, and the Hamilton and Burlington Radial Railway Company,

Employers,

and

Motormen, conductors, shopmen, linemen machinists and blacksmiths, etc., employees of the said Companies, members of Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America, of Hamilton, Ont.,

Employees.

The Board of Conciliation appointed to consider the above matters begs to report as follows:—

During the first sitting, the representatives of the Press were excluded in the hope that by free exchange of ideas and friendly intercourse, the parties to the enquiry might effect a compromise. At the end of the first day it became apparent that no such compromise was probable, and the enquiry was made open to the press and public.

The charges or complaints made by the Union in their application for the appointment of this Board are:—

(1) The dismissal of Conductor John Theaker, President of the Union, without cause;

(2) Coercion tending to disrupt the Union; discrimination against members of the Union; favoritism to non-unionists.

(3) Ignoring complaints made by the Union committee in cases of alleged grievances and discourteous treatment of committees;

(4) Fostering and encouraging an organization rival to the Union, and

(5) General breaches of the existing agreement which was the result of the award of the Ontario Railway Board.

It was shown in evidence that since the making of the existing agreement between the parties, Theaker, who was employed by the Hamilton Street Railway Company as a conductor, had been a party to several minor breaches of the company's rules, any one of which, according to the rules of the company, might justify his dismissal; but the company did not dismiss Theaker for any of such breaches.

It was also shown by conclusive evidence that while acting as conductor of one of the company's cars, he had several times carried a passenger free of charge. In fact, after his dismissal, he admitted the truth of this charge to several of the officers of the employing company.

It was also shown that while acting as such conductor, he several times accepted as fare limited tickets,at times when these tickets were not current as fare.

For these latter breaches of duty he was dismissed, and it is the opinion of your Board that his dismissal was justified.

Although no evidence was given by the employees which might substantiate any of the charges, except that respecting Theaker's dismissal, the employing companies by very strong, clear and frank evidence negatived them all.

The evidence shows that at the time of the Arbitration before the Ontario Railway Board, dissatisfaction arose between the older and the younger employees of the companies. The younger members charged and still maintain that the older employees, amongst whom Theaker was, obtained a settlement under which the present schedule of wages came into force, without consulting the younger employees, and that the said schedule is unfair to the latter class as against the former. This led to the withdrawal from the Union of a very large proportion of its members, and to constant and continued disputes, and aroused bitter feeling amongst the men themselves.

Instead of realizing the situation, the older employees blamed the companies for these troubles—and hence arose the charges of discrimination, of inducing members of the Union to withdraw, and kindred charges.

Your Board believe that after hearing

the evidence, the complainants are satisfied that this is the seat of the troubles complained of, that all these troubles were domestic, and that the companies maintained a strict neutrality between the warring factions of their employees, treating all fairly and alike; and this is the finding of your Board.

The case of the employees was conducted before your Board by a gentleman named Reeves, from the United States of America, who is an international officer of unions.

The attitude of this gentleman toward the officers of the employing companies was such that even had the latter been inclined to make a compromise, they could not well have done so with proper self respect and due regard to the disclipine of their employees, and it is submitted that better results would be obtained by employees in industrial disputes, and there would be fewer of such disputes if the foreign element were eliminated from them.

Your Board beg further to report that eight almost consecutive numbers of a newspaper called "The Industrial Banner", issued monthly at London, Ont., were put in evidence, and each number contains one or more articles of a scurrilous nature, reflecting on the companies concerned in this enquiry and its officers, especially on D. M. Miller, the Superintendent of the Hamilton Street Railway Company.

The evidence shows that the statements made in these articles are unfair and untrue, and serve only as an irritant between the union and the companies. This paper is subscribed for by the union and distributed to its members gratis.

Your Board recommends that if the officers of the union desire amity between the companies and themselves, they should discontinue the subscription to this paper until the publication of these articles cease.

The Board is of the opinion that neither Manager Green nor Superintendent Miller, nor any other officer of the employing Companies has shown any enmity towards the Union or those belonging to it.

All of which is respectfully submitted.

(Sgd.) J. F. MONCK,
Chairman.
WM. BELL.

Dated at Hamilton, the 6th day of April, 1908.

The Minority Report.

The text of the minority report submitted by Mr. O'Donoghue is as follows:

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between

The Hamilton Street Railway Company, Hamilton and Dundas Railway Company, and the Hamilton and Burlington Radial Railway Company.
Employers

and

Motormen, conductors, shopmen, linemen machinists and blacksmiths, etc., employees of the said companies, members of Division No. 107, Amalgamated Association of Street and Electric Railway Employees of America, of Hamilton, Ont.,
Employees.

I regret that I cannot agree with the other members of the Board in the conclusions to be arrived at in this investigation.

The main complaints advanced before the Board by the employees against the Company were:—

1. That employees were discharged by the company on account of their membership in the Association; that membership in the Association was discouraged and disapproved of by the company.
2. That Grievance Committees were refused hearings or were discourteously received.
3. That the influence of the men's committees and representatives was sought to be weakened among the men by reports circulated by the company's officials.
4. That the company did not honourably carry out the award of the Ontario Railway Commission and the agreement based thereon by refusing to restore 5 employees to their old positions on the Radial Railway.

5. That the company was responsible for a petition that was circulated among the employees requesting the restoration of the old schedule, and that men were threatened with dismissal if they refused to sign the petition—that if the company did not actively encourage the circulation of the petition, it at least tolerated it, and that this was a violation of the agreement that followed the Award of the Railway Commission.
6. That members of the Union were discriminated against on account of their membership in the Association.
7. That John Theaker, President of the Association, was discharged on account of his connection with the organization.

I do not find justification in any evidence given before the Board for Nos. 1, 2, 3, 4, 5, and 6.

With general reference to the allegations of discrimination, I accept Col. Gibson's declaration, that there is no objection to employees belonging to a union, as voicing the settled policy of the company.

The petition was evidently the work of certain of the employees, acting entirely on their own initiative.

The schedule arranged with the company apparently worked out in favour of the older employees. Since the arrangement, many young men have become employees of the road, and they, apparently, are not satisfied with the schedule. As a consequence, there is considerable friction between the two bodies of men, and many of the complaints have no doubt arisen from this difference.

In John Theaker's case, my opinion is that Mr. Miller was seeking for an opportunity to get rid of him, and that he was unjustly discharged. Mr. Miller swore that he had lost confidence in Theaker before the late strike, and he based that statement upon two grounds, namely, (1) That Theaker, as President of the Union, had allowed the use of liquor at or after meetings of the Union, and that as a result employees were rendered less fit for their duties; and (2) That Theaker had knowledge of the use of "diggers" by employees of the company and had not reported this to the company.

As to ground number 1 the Board unanimously declared that there was no foundation for the charge. On the second charge, my opinion is that Theaker acted as any honourable man would act who would hesitate to play the spy. He consulted his committee, and upon their advice delayed for the time being, in making known to the company what was going on, but he swore that subsequently, when affairs were not complicated by the strike, he gave all the information he had to Mr. Green, an official of the company, Mr. Green admitted this.

With his two grounds for losing confidence in Theaker gone, there must have been some other reason actuating Miller. What that reason was appears from the testimony of one Tollson, who swore that Miller told him he "had it in" for Theaker for the latter's part in the strike, and would get rid of him. Tollson was never a member of the Union, and his testimony cannot therefore be suspected of being biased towards Theaker.

It appears from the evidence that Theaker was in the service of the company for 17 or 18 years, and that he was an exemplary employee, at least down to the time of the strike. After the strike things changed, it was alleged, and he became careless about his duties and, in one short year, Mr. Miller discovered that the company would be better off without him, and he was discharged. The grounds advanced for this summary treatment of an old and faithful employee were:—

1. That, contrary to the rules of the company, he "visited" the motormen. It appeared he was warned about this in August, 1907, and had not offended since.
2. That he reported late on one occasion.
3. That he failed on one occasion to wear his badge.
4. That glass was broken in his car; also a trolley pole and a semaphore.
5. That he accepted limited tickets after hours on two occasions.
6. That he carried a lady free on one occasion.
7. That he carried wives of employees free.

Mr. Miller admitted that numbers 1, 2, 3 and 4 amounted to nothing, and that the real charges were numbers 5, 6 and 7.

As to accepting limited tickets after hours, Waller swore that on two occasions he had seen Theaker accept limited tickets about seven minutes after the time allowed. On one of these occasions Theaker is alleged to have sold to a lady a strip of limited tickets, but Waller could not say whether or not Theaker had received two of them from the lady, which would have been in accordance with the rules or practice of the company. But he did swear that Theaker had refused to

accept a limited ticket from a man in the same seat. The second occasion was the acceptance of a limited ticket from one passenger, and he was positive Theaker had collected only one ticket from the passenger. Theaker swore that he had no recollection of either occasion and that he did not knowingly ever take a limited ticket after hours.

In view of Theaker's long and honourable service with the company, and the excellent reputation for truthfulness given him by the Mayor, Rev. Mr. Williamson, and a number of aldermen who appeared before the Board on Theaker's behalf, I accept Theaker's testimony as against Waller's. The passenger in each case, assuming that Theaker did collect a limited ticket on each occasion, may have boarded the car before the time limit had expired, and thus be entitled to tender a limited ticket when the actual collection of fares was made after the time limit.

Then as to charge No. 6—carrying a lady free. A young boy and his sister swore to seeing Theaker pass the lady without taking her fare and then ring up the fare. The lady herself swore that Theaker did not collect her fare. Theaker admits not collecting her fare, but swore that he paid it himself, as he knew she was in hard circumstances. This evidence is supported by the evidence of the lady's husband, who admitted that he was in receipt of assistance from the Union, through Theaker.

There does not appear to be much difference of opinion about charge number 7 — carrying employees' wives free. Theaker explained that his admission to the company's officials was that before the strike, it was a common practice to carry the wives of employees free, and that he did so at times, but only when no other passengers were on board, but that since the strike, nothing of the kind had occurred. There was no evidence to the contrary.

So that, on the evidence, the grounds alleged for Theaker's discharge are not substantiated, and no other conclusion was possible than that h was made the victim of Miller's dislike, a dislike engendered by reason of Theaker's participation in the strike, when he was President of the Union. That being the case, he should be reinstated. Even assuming the charges well founded, Theaker's long service with the company should have counted for something, and wouid, with any employer possessed of a fair sense of justice, have meant his retention. I do not blame President Gibson for what happened, as he cannot be expected to be in touch with all the small details of operation. In fact, he expressed a keen regret at the occurrence, and taking his information from the man who had determined to "get rid" of Theaker, it is not to be wond red at that he was misled.

Copies of "The Industrial Banner," a labour paper published in London, Ont., were placed before the Board by the company, and our attention directed to articles reflecting upon the company and upon Mr Miller. It was contended that the union should have discontinued its subscription to the paper. It appeared that the union as a whole, subscribed for the paper, and the members by reason of their membership are entitled to receive copies. I do not think the complaints well founded, because the union cannot be expected to know what articles will appear from time to time in any newspaper, and subscription for the Hamilton daily papers might just as well be objected to.

An endeavour was made to discredit Mr. Reeves, an officer of the international Association, who appeared before the Board to present the case of the men. Col. Gibson blamed Mr. Reeves for a great deal of the trouble, but, on being examined, had to admit that he had no evidence whatever to justify the allegation. Mr. Reeves conducted the case of the men with marked ability, and was of much assistance in ventilating the whole case before the Board.

(Sgd.) JOHN G. O'DONOGHUE.

Dated at Toronto, April 1st, 1908.

III.—DISPUTE BETWEEN LAKE SEAMEN AND THEIR EMPLOYERS AMICABLY ARRANGED BEFORE A BOARD.

THE Department received, on April 14, the report of the Board of Conciliation and Investigation established to adjust the differences between the Lake Seamen's Union and the Dominion Marine Association. The application in this matter was received on March 6, about 450 men being stated to be directly concerned in the differences. The causes of difference were declared to be wages and hours. Wages were said to run from $30 to $40 per month, some boats paying a little better than $40 in the fall. The working hours were alleged to be very long, the men in some cases being on deck from 12 to 18 hours without a watch below. The men demanded straight watch and watch, where the same could be granted without danger to the boats. In reply to the application, the Dominion Marine Association held that the Association was not an employer within the meaning of the Act, and that its Executive Committee had, on February 12, by resolution declared that the question of an agreement with seamen was one to be left with individual vessel owners. The Minister held that the Dominion Marine Association was to be regarded as an employer for the purposes of the Act, and proceeded with the establishment of a Board. Mr. John A. Flett, Hamilton, Ont., was, on the recommendation of the employees concerned, appointed a member of the Board. The Dominion Marine Association having failed to recommend a person for appointment to the Board, the Minister, on April 1, under section 8, sub-section 2, of the Act, appointed Mr. James Stewart, of Kingston, Ont., to the Board, and Messrs. Stewart and Flett, having, on the same day, jointly recommended the appointment of Prof. Adam Shortt, of Kingston, Ont., as third member and chairman of the Board, Prof. Shortt was appointed accordingly.

As the report printed below will show, most of the matters referred for investigation were dealt with informally before the Board. It was not found possible to embody the outcome in a written agreement, but the discussions that took place before the Board between representatives of employers and men respectively, were useful in clearing up many misconceptions, both as to the working of the Act and in disposing of a number of special grievances and causes of friction which had grown up between the two parties. Both parties expressed themselves as well satisfied with the outcome, which may be regarded as an especially fortunate result in view of the original determination of the Dominion Marine Association that it would tak no part in the proceedings.

Letter from Men's Representative.

The following letter from Mr. Thomas H. Fleming, of Kingston, business agent of the Lake Seamen's Union, to the chairman of the Board, shows the view of the men with regard to the proceedings before the Board.

Kingston, Ont., April 9th, 1908

Professor Adam Shortt,
Queen's University,
Kingston, Ont.

Dear Sir:

We desire to extend to you, on behalf of myself and colleagues, our sincere thanks for the courteous manner in wh ch we were treated by you while chairman of the Board of Conciliation and Investigation. Although somewhat disappointed by the Act, as some of its workings were not just what we had anticipated, we nevertheless understand the good work you have done in bringing the employer and employee together to talk the matter over, which will no doubt lead to good results in the future. We also desire to thank you for the able manner in which you conducted the investigation.

I remain,

Yours sincerely,

(Sgd.) THOS. H. FLEMING,
Business Agent, Lake Seaman's Union.

Text of Board's Report.

The text of the report forwarded by the chairman of the Board is as follows:—

April 13, 1908.

Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa, Ont.

Dear Sir:

I have the honour to make the following report with reference to the settlement of the dispute between the Lake Seamen's Union and the Dominion Marine Association:

The Board of Conciliation appointed to deal with this case consisted of Mr. James Stewart, of Kingston, appointed by the Department of Labour to represent the Dominion Marine Association, Mr. John A. Flett, of Hamilton, nominated by the Lake Seaman's Union, and Prof. Adam Shortt, of Kingston, nominated by these members as third member and chairman of the Board.

It is unnecessary to refer in detail to the correspondence between the Department of Labour and the representatives of the Dominion Marine Association, and the Lake Seamen's Union, previous to the constitution of the Board. Suffice it to say, that the Dominion Marine Association, having taken the ground that it was not an employer of labour, and hence did not consider itself as coming within the terms of the act, declined to appoint a representative on the Board of Conciliation, or to take any part in the proceedings before the Board. On the appointment of the Board, therefore, under the conditions above stated, it was considered advisable, before entering upon the regular sittings, that the members of the Dominion Marine Association should be interviewed with the object of clearing up certain misapprehensions as to the workings of the Industrial Disputes Investigation Act, and with a view to securing their voluntary attendance before the Board to discuss the points at issue. The outcome of this course was entirely satisfactory, and all he leading shipping companies and vessel owners on the lakes were represented before the Board when it convened on April 7th. The following were present representing the vessel owners: A. E. Wright, President Dominion Marine Association, and representing the St. Lawrence and Chicago Navigation Co., James Cuttle, Managing Director of the Montreal Transportation Company; H. A. Calvin, President of the Calvin Co.; H. H. Gildersleeve, Manager Northern Navigation Co.; Captain Foote, Canadian Lake and Ocean Navigation Co.,and Canadian Lake Transportation Co.; Captain Featherstonhaugh, Midland Navigation Co.; J. T. Matthews, the Matthews Steamship Co., and Captain Horsey of the Bay of Quinte Navigation Co. The Seamen's Union was represented by Mr. Thos. H. Fleming, business Agent, Kingston, assisted by John Guild, Kingston, Harry Carey and Roderick Leonard, Goderich.

The chief points at issue were the claims on the part of the seamen for a higher scale of wages, and for certain improvements in the working conditions, more particularly with reference to the elimination, where possible, of the necessity for taking a high watch immediately after being on duty the greater part of the day, as when leaving port or the canals. In the course of the discussion before the Board a number of difficulties and misunderstandings were cleared up, but it was found impracticable to adopt any rigid rule or rules with reference to the hours and duties of seamen, owing to the varied conditions of the shipping business and the variety of the vessels employed. The vessel owners, however, unanimously agreed to the following conditions submitted by Mr. James Cuttle, of Montreal: "That the managers of the different companies give instructions to their captains that, wherever practicable, the seamen be given an opportunity to obtain rest before going on watch." This was considered by the representatives of the seamen as a reasonable treatment of the matter.

The question of wages was discussed at considerable length. Though wages had not been materially increased for the past four or five years, yet, in view of the uncertainty of the outlook for the present shipping season, it was considered inexpedient to press for an increase of

wages at the present time. Should, however, the western Provinces be favoured with a good harvest, thus promising good cargoes in the autumn, the members of the Board were convinced that the wages of the seamen, from September to the end of the season, of navigation, should be substantially increased.

Though no formal agreement was found necessary in this case, yet the general result of the proceedings before the Board was to clarify the situation, to improve the relations between the vessel owners and the seamen, and to dispose of any prospective troubles on the Canadian side of the lakes for the season just opening.

I have the honour to be,

Yours sincerely,

(Sgd.) ADAM SHORTT,
Chairman, Board of Conciliation.

IV.—THE DISPUTE AT SPRINGHILL—COMPANY'S ATTITUDE—CONSTITUTION OF A BOARD.

DURING the month, proceedings were advanced a stage in connection with the application received from Mechanics' Lodge, Provincial Workmen's Association, on behalf of the employees of the Cumberland Railway and Coal Company, for a Board of Conciliation and Investigation to adjust differences between the company and its employees. It will be remembered that Boards have been appointed in several previous cases to deal with disputes between the same parties.

The nature of the various differences in the present instance is thus set forth in the application: "First case is in respect to an advance on wages for repair work; second case in respect to an advance on wages for No. 3 mine foremen; third case is in respect to an advance on wages for Charles Roney, inspector, fourth case is in respect to an advance on wages for Wilson Demmings, car inspector."

The company, in a communication to the Department under date of April 4th, stated that it would take no part in the proceedings "for the reason that the application is made contrary to the terms under which the members of Mechanics' and Pioneer Lodges resumed work on 29th October last, after a strike of 13 weeks, over a demand for increase in wages, and this application is also a demand for more wages, which the company cannot afford to give under any circumstances, of which the applicants have been notified and are well aware."

The communication proceeded then to discuss the alleged grievances and to state reasons why the same could not be remedied or should not, in some cases, be, in its opinion, referred to a Board. The Minister proceeded to establish a Board and appointed thereto Mr. R. B. Murray of Springhill, N. S., on the recommendation of the employees; and in the absence of a recommendation from the employing company appointed on the Board, under section 8, sub-section 2 of the Industrial Disputes Investigation Act, 1907, the Honourable John N. Armstrong, of North Sydney, N. S., "and such member," in the words of the Act, "shall be deemed to be appointed on the recommendation of the said party." The members of the Board thus appointed having notified the Minister of their inability to agree on a recommendation for a third member, the Minister appointed the Hon. W. B. Wallace, county judge, of Halifax, N. S., It was understood that the Board would meet early in May for the purpose of the investigation.

V.—BOARD ESTABLISHED TO ADJUST COAL MINING DISPUTES IN SASKATCHEWAN.

DURING the month the establishment of Boards requested in connection with disputes in the case of two coal mines in Saskatchewan, namely, (1) The Manitoba and Saskatchewan Coal Company, Limited, of Bienfait, Sask., and (2) the Western Dominion Collieries, of Taylorton, Sask., was completed. The Board constituted in the case of the Bienfait dispute consists of Mr. G. C. Crowe, Winnipeg, recommended by the company; Mr. F. H. Sherman, Taber, Alta., recommended by the men; and the Honourable A. Dawson, County Judge, Winnipeg, Man., Judge Dawson having been appointed by the Minister in the absence of a joint recommendation from the members of the Board previously appointed. The Board constituted in the case of the Taylorton dispute consists of Mr. James O. Hannah, Calgary, Alta., recommended by the company. Mr. F. H. Sherman, Taber, Alta., recommended by the men; and the Honourable R. H. Myers, County Judge, Winnipeg Judge Myers having been appointed by the Minister in the absence of a joint recommendation from the members of the Board previously appointed. It was understood that the enquiries should proceed before the respective Boards without undue delay.

VI.—DIFFERENCES BETWEEN THE CANADIAN PACIFIC RAILWAY COMPANY AND ITS MECHANICAL DEPARTMENT REFERRED TO A BOARD.

THE Department received, on April 28, an application for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the Canadian Pacific Railway Company and various trades in the mechanical department of the railway. The locality of the dispute was stated in the application to be along the eastern and western lines of the railway, but the application set forth the dispute only in the case of the employees on the western lines. The trades enumerated in the application as being concerned in the dispute were as follows: Boilermakers, Eastern and Western lines, members of the Brotherhood of Boilermakers and Iron Shipbuilders of America; machinists, Eastern and Western lines, members of the Inter. Association of Machinists; iron moulders, Eastern and Western lines, members of Iron Moulders' Union of North America; blacksmiths and helpers, Fort William to Vancouver, members of the Inter. Brotherhood of Blacksmiths and Helpers; boilermakers' helpers, Fort William to Broadview, members of Boilmakers' Helpers' Union No. 127; specialists and helpers of various trades mentioned, Western lines, members of Federal Unions Nos. 12, 14 and 15; specialists and helpers of various trades mentioned, Pacific Division, members of Federal Union No. 23; machinists' helpers, members of Machinists' Helpers' Union No. 12610, all in the employ of the Canadian Pacific Railway Company.

The approximate estimate of the number of employees affected, or likely to be affected, was 1,770 directly and 1,600 indirectly.

The nature and cause of dispute was set forth in the application as follows:

"On April 1st instant, Canadian Pacific Railway Company served notice (*) of its intention to cancel on May 1st prox.the agreements existing between it and the employees in its mechanical department on Western lines, the said employees being organized according to the different trades represented by them as hereinbefore stated. In effect, the said notice provides for (i) contemplated reduction by company of wages on and after May 1st. This is borne out by the fact that

* The contents of the notice in question appear in the present issue of the *Labour Gazette* in the report furnished by the Winnipeg correspondent.

a number of employees affected by said notice have since received further notice of reduction in wages to take effect May 1st; (ii) cancellation of articles covering trade protection; (iii) cancellation of articles covering rights of committees of employees to meet company's officers on behalf of men; (iv) removal of restrictions on number of apprentices, and the cancellation of clauses covering advancement of apprentices. The employees object to cancellation of existing agreements and contend that such agreements should continue to remain in force.

"The employees say that the action of company in giving such notice constitutes an attempt on its part to deal with sections of particular trades at different times, and is intended to weaken, and has the effect of weakening unfairly, the position of the employees in their negotiations with the company. The employees further claim that it is the intention of the company to cancel existing agreements on Eastern lines as soon as differences on Western lines have been settled. The employees maintain that agreements on both Eastern and Western lines should be considered and settled at one and the same time.

"Notice has been given to company on behalf of employees, members of Inter. Association of Machinists and Brotherhood of Boilermakers and Iron Shipbui ders of America, of their desire to amend at the p esent time existing agreements on Eastern lines, because they believe it will be only a short time until the company asks for such amendment.

"The said employees, machinists and boilermakers, each have one organization covering employees on company's entire system, all of whom have expressed their intention of ceasing work in the event of Eastern agreements not being considered with, and at the same time as Western agreements, or in the event of differences re agreements on Western lines not being satisfactorily adjusted."

The parties signatory to the application were the following, namely:—

W. McFarlane, President District No. 30, Boilermakers and Iron Shipbuilders of America; William Henry, Secretary-Treasurer District No. 30, Brotherhood of Boilermakers and Iron Shipbuilders; Bell Hardy, President, and James H. McVety, Secretary District No. 34, Inter. Association of Machinists; Osborne L. Wark, President, and William Mossop, Secretary, Iron Moulders' Union; William Marshall, Chairman, and Robert Anderson, Secretary, Blacksmiths and Helpers' Committee; Thos. Gray, Chairman, and James Moore, Secretary, Boilermakers' Helpers; Edward Taylor, Chairman, and John Chapman, Secretary, Federal Unions 12, 14 and 15, Bell Hardy and Jas H. McVety, representing Federal Union No. 23 and Machinists' Helpers' Union 12610.

The Minister decided to proceed at once with the establishment of a Board, and on the recommendation of the employees appointed Mr. James Somerville of Toronto, a member thereof. This appointment was made on April 28. The Department, at the end of April, had not received from the company a recommendation for appointment to the Board, but t ere was reason to believe the Board would be finally established and the investigation proceeded with early in the month of May.

TERMS BETWEEN SHIPPING COMPANIES AND LONGSHOREMEN AT MONTREAL, FOR SEASON OF 1908, ARRANGED BY AID OF MINISTER OF LABOUR.

DURING recent negotiations between the shipping companies and the longshoremen of Montreal with regard to the wages to be paid longshoremen during the present season of navigation, a settlement was effected, based on the terms arranged for last season by the aid of the Board of Conciliation and Investigation, established under the Industrial Disputes Investigation Act (*). The

* The basis for the settlement of 1907, is fully set forth in the report of the Board of Conciliation and Investigation published in the issue of the *Labour Gazette* for July, 1907.

basis of the agreement effected before the Board for 1907 was the payment of 27½ cents per hour worked by day and 32½ cents per hour worked by night, with the addition of a bonus of 2½ cents per hour to be paid at the close of the season to all who had worked until the end of that period. The terms offered by the companies for the season of 1908, were practically identical with those of 1907. One change, however, was effected with a view to simplifying the work of the bonus system. Objection has been raised on the part of the men to the bonus system on the ground that under the arrangements adopted last year by the shipping companies, the men were unable to learn how much money was coming to them under the bonus. The assistance of the Minister of Labour, the Honourable Rodolphe Lemieux, was invoked to secure a change in this respect, and, at the suggestion of the Minister, the shipping companies agreed that weekly statements shall be handed the men during the present season, showing the number of hours worked during the week, with the name of the firm for which such work has been performed. The men, by retaining these checks in their possession, will be able to determine at any time the amount of bonus that is coming to them, provided they continue at work until the end of the season. Both shipping companies and longshoremen appear to have been satisfied with the settlement, the bonus system being thus modified.

It is claimed on behalf of the bonus system devised by the Board of Conciliation and Investigation last year, that it has already resulted in securing a much superior and steadier class of men for the wharf work and has militated against the floating element which was in former years the chief difficulty that confronted the companies. In addition, the system tends to prevent ships that arrive late in the season running the risk of being frozen in for the winter, through lack of labour to unload cargoes. A further advantage of the system is said to lie in the benefit to the men themselves in having a considerable cash bonus placed in their hands at the beginning of winter.

The following is a copy of the wages schedule for 107 and the present year.

On General Cargo Vessels.

General cargo, 27½c per hour by day and 32½c by night.

Grain, light or heavy, 27c per hour by day and 32½c by night.

Coal shovellers, 32½c per hour by day and night.

Coal, all other labourers, 27½c per hour by day and 32½c by night.

Lumber, 27½c per hour by day and 32½c by night.

Full Coal Cargoes—

Shovellers, 37½c per hour by day and 42½c per hour by night.

Stagemen, 37½c per hour by day and night.

All other labourers, 27c½ per hour by day and 32½c per hour by night.

Full Lumber Cargoes—

Side runners, 37½c per hour by day and night.

All other labourers, 27½c per hour by day and 32½c per hour by night.

Midnight suppers to be provided by the ship.

Sunday work double time to be paid.

Quarter hours to be paid.

Any waiting time ater 7 p. m., to be paid half rate and only to count from time ordered out.

Rigging, unrigging and all changes to be paid at the rate of 27½c per hour by day and 32½c by night.

The Minister has received the following letter written on behalf of the Longshoremen of Montreal, namely:

Montreal, May 1, 1908.

"To the Hon. Rodolphe Lemieux,
Postmaster General and
Minister of Labour.

Honourable Sir:—

"In accordance with a resolution unanimously adopted at the last regular meeting of the Association of Longshoremen of the port of Montreal I have the pleasant duty of tendering you in the name of the longshoremen of the commercial metropolis of Canada, their most earnest and sincere thanks for the trouble you have taken, and the zeal you have manifested in connection with the understanding procured through your intervention between the Shipping Federation and the Longshoremen of Montreal for the approaching season of navigation.

"In thus averting a conflict between the employers and employees of this port you have rendered services most valuable not only to the longshoremen but to the whole business community and you are entitled to our warmest thanks.

"I have the honour to be, sir,

Your obedient servant,
ADOLPHE MARTIN,
Corresponding Secretary."

THE NATIONAL TRANSCONTINENTAL RAILWAY—PROGRESS MADE ON CONSTRUCTION.

IN view of the importance which attaches from the standpoint of industry and labour to the building of the National Transcontinental Railway, both directly in the way of employment on construction and operation, and indirectly through the settlement and development which will follow its completion, a statement presented to the House of Commons by the Hon. the Minister of Railways and Canals on April 13th, with reference to the progress made in connection with the letting and finishing of contracts up to the present time, is of exceptional interest. The statement was issued in tabular form, and was in reply to the following questions asked by Hon. G. E. Foster, M.P., in the House of Commons:

1. What contracts and for what mileage, and the price at which each have been let, upon the eastern and western sections of the Grand Trunk Pacific Railway?
2. What is the date of each contract, and the period set or completion?
3. What is the estimated cost of the unlet portions?

The reply of the Minister was in two parts according as the information related to the portion of the line east of Winnipeg which is being constructed by the Commissioners of the Transcontinental Railway and to the western sections which are being built by the Grand Trunk Pacific Railway Company. The statements are published in full herewith.

STATEMENT NO. 1.—EASTERN DIVISION.

Mileage from Moncton.		Description.	No. of Miles.	Amount of Estimate on which Contracts were let.	Date of	
From	To				Contract.	Completion.
0.00	50.00	Moncton to near Chipman	50.00	$ 989,895.90	Mar. 14, '07	Sept. 1, '08
50.00	58.55	Near Chipman easterly 8.55 miles	8.55	289,190.62	Aug. 23, '07	Aug. 1 '08
58.55	97.60	Near Chipman westerly to I. C. R. crossing	39.05	767,434.95	Mar. 28, '08	Sept. 1, '10
97.60	164.00	I.C.R. crossing to Mile 164	66.40	1,898,124.21	" 28, '08	" 1, '10
164.00	195.80	Mile 164 to Grand Falls	31.80	1,646,253.65	" 28, '08	" 1, '10
195.80	256.68	Grand Falls to New Brunswick boundary	60.88	1,385,941.09	" 9, '07	" 1, '08
256.68	309.74	N.B. boundary to 150 miles east of Quebec Bridge	53.06	2,377,409.00	" 28, '08	" 1, '10
		From Quebec Bridge 150 miles eastward	148.89			
309.74	459.74	Quebec Bridge link (not included in estimate)	1.11	5,011,346.50	" 9, '07	" 1, '09
459.74	509.74	Quebec Bridge westerly 50 miles	50.00	1,489,537.92	May 15, '06	" 1, '07
509.74	609.74	50 miles west Quebec Bridge to 150 miles west	100.00	3,807,719.54	" 15, '06	" 1, '07
609.74	654.74	150 miles west Quebec Bridge to near Waymontachene	45.00	1,691,073.41	Mar. 14, '07	" 1, '08
654.74	656.07	To be included in this contract	1.33			
656.07	877.75	Near Waymontachene to near Harricanaw River	221.68	Not let.		
877.75	1,027.75	Near Harricanaw River to Junction T. & N. O. Ry	150.00	3,986,901.42	" 14, '07	" 1, '09
1,027.75	1,127.75	Junction T. & N. O. Ry, for 100 miles west	100.00	3,936,566.00	" 28, '08	" 1, '10
1,127.75	1,171.85	100 miles west of Junction T. & N. O. Ry. to west end of District 'D'	44.10	Not let.		
1,171.85	1,334.35	West end of District 'D' westerly	162.50	"		
1,334.35	1,409.35	From 19½ miles west of Mud River, easterly	75.00	2,101,499.88	" 28, '08	" 1, '10
1,409.35	1,429.76	" " " to west end of District 'E'	20.41	Not let.		
1,429.76	1,557.80	From westward District 'E' to Lake Superior Junction	128.04	"		
1,557.80	1,804.66	From Lake Superior Junction to west bank o Red River	246.86	13,010,398.92	May 15, '06	" 1, '07

STATEMENT NO. 2.—WESTERN DIVISION.

FOR GRADING THE ROADBED, BUILDING CULVERTS AND SMALL BRIDGES.

Date of Contract.	Name of Contractor.	Location of Work.	Date set for Completion.
June 22, 1907.....	Treat & Johnson, Brantford, Ont., or Winnipeg, Man.	Winnipeg to Portage la Prairie, 54 miles.	Nov. 1, 1907.
Aug. 28, 1905.....	McDonald & McMillan, Winnipeg, Man.	Portage la Prairie to Touchwood Hills, 275 miles.	Completed.
Feb. 20, 1906.....	Canadian White Co., Montreal, Que.	W. line Sec. 6, Tp. 27, R. 13 W. 2nd Mer., to W. line Sec. 24, Tp. 36 R. C. W. 3rd Mer., 140 miles.	Completed.
Feb. 20, 1906.....	Foley Bros., Larsen & Co., Battleford.	W. line Sec. 24, Tp. 36, R. 6 W. 3rd Mer., to a point near Edmonton, Alta., 316 miles.	Nov. 1, 1906.
Jan. 4, 1908.....	Foley, Welch & Stewart, Kenora..	East line of Sec. 13, Tp. 53, R. 24 W. 4th Mer., to east bank of Wolf creek, 129 miles.	Nov. 30, 1908.
Mar. 19, 1908.....	Foley, Welch & Stewart, Kenora..	Prince Rupert to Copper River, miles.	Aug. 31, 1909.

With reference to the portions of the line for which contracts have not yet been let, it was explained that the estimated total cost of the Eastern Division is, $19,030,173; and of the Western Division $21,872,200.

In further explanation of the progress made on the Western Division the following statement was made:—

A great many other contracts have been let by the Grand Trunk Pacific Railway Company, for which no information is available. With reference to the mountain section of the western division, the Grand Trunk Pacific Company has completed a preliminary survey to ascertain what grades can be secured; and are now engaged in revising and working out in detail, the final location, from which, the quantities not being available, no estimate can be supplied.

The department is advised that contracts have been awarded for the items mentioned hereunder, but no details are available at this date: Concrete piers, pedestals and abutments of steel bridges; steel superstructure of large bridges; station buildings; engine houses and machine shops; water services; steel rails and fastenings, frogs, diamond crossings, etc.; ties; fence posts; and telegraph posts.

INTERVIEW OF NATIONAL TRADES AND LABOUR CONGRESS OF CANADA WITH DOMINION GOVERNMENT.

ON Apri 2nd, representatives of the National Trades and Labour Congress of Canada were granted an interview by the Right Honourable S r Wilfrid Laurier, Prime Minister, and the Honourable Rodolphe Lem eux, Minister of Labour, for the purpose of bringing to the attention of the Government of Canada certain resolutions passed at the fifth annual convention of the Congress held in September, 1907. The delegation included the President, Secretary and Solicitor of the Congress, the President of the Canadian Federation of Shoe Workers, the General President of the Hotel and Restaurant Workers' Association, three members of the Ontario executive and one member of the Quebec executive.

Among the requests made by the delegates were the following:—

1. That a pension fund for aged or disabled workmen be established. In reply to this request the Ministers ex-

pressed the opinion that Canada did not yet require a system of old age or disability pensions.

2. That it is not only desirable but essential that Canada should have well equipped ship building yards, so that the country should not be dependent upon foreign or even British builders for the maintenance of a mercantile marine. Consideration was promised.

3. That to protect Canadian manufacturers, the Federal Govenment raise the tariff to 60 per cent. on all vehicles and parts of vehicles. In answer to this request, the prosperity of the country under the present tariff was referred to.

4. That a poll tax of $1,000 per head be imposed on Asiatic immigrants. In this respect it was pointed out that the tax of $500 was practically prohibitive and that the poll tax had been raised from $50 to $100, and from the latter to $500.

5. That deep sea quays be built by the Dominion government at Levis. Consideration was promised.

6. That a larger dry-dock be built at Quebec, the present one being inadequate. Consideration was promised.

7. That the contract with the Goodyear Shoe Manufacturing Company be cancelled. Consideration was promised.

8. That the shoe contracts of the government be granted to manufacturers who use the National Label. Consideration was promised.

9. That a separate portfolio for labour be established. In reply to this request it was stated that in the event of a rearrangement of the Departments this question would be considered.

10. That preliminary proceedings in connection with violations of the Alien Labour Act be at the charge of the government, after proper request has been made by workingmen. Consideration was promised.

THE BRANTFORD CO-OPERATIVE ASSOCIATION, LIMITED.

DURING the past winter season the organization was completed at Brantford, Ont., of a co-operative distributive association to which the title of "The Brantford Co-operative Association, Limited," was given. The association began operations by opening a co-operative store in Brantford on April 11th, 1908, with a stock consisting of groceries, meats and provisions, and having a staff consisting of a manager, two clerks and a delivery man.

The following statement of the origin, objects and working methods of the association was furnished to the Department by the courtesy of the President, Mr. George Keene, 80 Brock Street, Brantford, Ont.

Origin of the Association.

The association had its genesis in an agitation in the local press of Brantford during the autumn of 1907, concerning the high and increasing cost of living, it being alleged that prices had been advanced by local merchants in combination without regard to the ability of the consuming public to meet the increase. A large number of residents in the city of Brantford have come to Canada from Great Britain within the past few years, and are familiar with the operation of co-operative undertakings on an extensive scale in the British Isles. The agitation resulted in the convening of a largely attended public meeting of workingmen and others, at which the formation of a co-operative association was considered and a committee appointed to devise a satisfactory working scheme. At a second public meeting a definite arrangement was submitted by this committee and adopted, the committee being reappointed as a provisional board to organize the business and secure incorporation.

Coincidently with the launching of the proposal a period of industrial and financial stringency set in which considerably hampered the work of organization. Ultimately the committee was forced to depend to a large extent upon the section of the population which had recently come

from Great Britain. Many of these, however, had been under heavy expense in reaching Canada and in furnishing homes after their arrival, in addition to being the first to feel the effects of the lessening demand for labour. Some difficulty as to the securing of incorporation was also encountered. The Ontario association law it was found, had recently been amended by an enactment necessitating organization under the new Companies Act with a minimum fee on registration of $100 as well as solicitor's fees. The co-operative bill before the Dominion house, had not yet become law. A prospectus was accordingly filed under the Ontario act, the minimum capital subscribed to justify commencing business, as required by the act, being $1,000. The total capital was placed at $40,000, the minimum fee for incorporation covering that amount. As the capital of the association is increased by the admission of new members the expense of applying to the government for permission to increase the capital will thus be for some time avoided.

Organization Completed.

The stock was offered to subscribers in shares of $5.00 each, of which $2.50 was made payable on application and $2.50 on allotment. Two months time was granted the provisional board in which to secure incorporation, power being given to extend this allowance by the unanimous vote of the directors. At the time of incorporation the sum of $1,250 had been subscribed by 96 members. With this capital a grocery store, as above stated, was opened on the 11th of April. Other departments will be added to the store as the captial and membership increase, and it is hoped that the association, like many in Great Britain, will eventually handle practically every article of domestic consumption. All goods are sold at standard prices.

Allotment of Stock.

The minimum subscription for membership was one share of the capital stock. This, it is felt, will provide sufficient capital for the carrying on of a grocery business. In order to build up a further capital fund, however, for the organization of other departments of trade, and at the same time escape an uncalled or unpaid liability on capital stock, it is provided by the by-laws that each member shall allow half his dividends to remain on permanent deposit at 5 per cent. interest until $5.00 has accumulated, when he shall be regarded as an applicant for another share, the deposit being transferred in liquidation of such share and the operation being repeated until each member holds at least five shares, after which the whole of the dividends declared will be paid. Deposits are also taken at 5 per cent. interest on minimum quarterly balances, the conditions of withdrawal being graded according to the amount withdrawn.

The shares carry a maximum dividend of 5 per cent. per annum. This is below the present value of money, but it was felt that under normal conditions it is an adequate rate. In Great Britain the rate of interest paid on capital stock is not more, and is frequently less, than 5 per cent. Purchasing members are averse to allowing investors to get more than the actual market value as interest for their money. The feeling is that the excess represents profit as distinguished from interest on capital and in equity is something which should accrue to purchasers in dividends. Non-members receive half dividends.

No limit is at present placed on each member's subscription to the capital stock, but as a member has only one vote, irrespective of the amount subscribed, it is impossible for any one person to obtain control of the association. Members must exercise the vote in person.

Other Features.

A fundamental principle of the co-operative movement has always been the inculcation of the habit of thrift. For this reason goods are sold for cash only, paid at or before delivery.

It is provided in the application for a charter of incorporation that directors shall not be paid for their services. Native born sentiment according to the opinion of the President of the Brantford Associa-

tion seems to regard this as an objectionable feature, fear being expressed that it will be impossible to get adequate supervision without remuneration. British co-operators, however adopt the opposite viewpoint. If directors are remunerated they may run for office for personal profit, and may intrigue for support with that object in view, irrespective of their personal fitness or enthusiasm for the business and principles of the Association. British co-operators believe in paying men adequately who follow co-operation as their means of a livelihood, but the splendid successes achieved in Great Britain have been more in consequence of the well sustained enthusiasm of the tens of thousands of unpaid or but nominally paid committee-men, who spend many hours each week in executive and supervisory work, than the activity of the permanent paid staff. The Brantford co-operators anticipate the same result. At the first general meeting, for nine seats on the Board there were fifteen nominations; the only director displaced was the one attending the fewest meetings.

Every person employed in the receipt or expenditure of money gives a fidelity bond to cover any risk to the association by peculation.

The directors have made every avilabale provision in order to command public confidence. Each person employed contracts in writing that he will not receive any gratuity or other emolument in cash or in kind from any person, company or firm supplying goods or rendering services to the association and that if, in breach of the agreement, the same is received and retained, the gratuity or emolument becomes *ipso facto* the property of the association in the ordinary course of business.

The directors meet every Friday night when the manager has to submit an estimate of his requirements for the ensuing week. The orders for the goods as passed by the board, must be signed by the director presiding at the meeting, "Emergency" orders in the interim must be given only on the authority of the President, or, failing him, a director, who signs the same, and they have to be reported and justified at the next meeting of the board. "Accommodation" orders, that is, orders for articles not handled by the association and bought only for the convenience of members, may be given on the authority of the manager only; these are usually very small in amount and are paid for in cash. All other payments (except Saturday's farm produce purchases) are made by cheque drawn on the association's bankers *after* being duly authorized at the weekly board meeting. Cheques are signed by the President, or Vice-President, Secretary-treasurer, and one Director.

To give the directors an approximate idea of the financial state and trade progress each week, a form has been prepared which has to be submitted to the board by the Secretary-Treasurer weekly, made up to the time of closing on the day of meeting.

As to sales: A member, when joining, receives a form (in addition to a copy of the by-laws, etc.) on which slips are pasted as payments are made, a duplicate being pasted in the members' loose-leaf ledger folio and a triplicate remaining as a check.

A small four page publication has been started by the association for the purpose of explaining its aim and objects. The publication will be enlarged as financial circumstances justify, to include the reports of contemporary co-operative developments elsewhere.

THE ALIEN LABOUR ACT—IMPORTANT DECISION AT MONTREAL, QUE.

IN the month of September, 1907, a decision was rendered in the Court of Special Sessions at Montreal by His Honour Judge Choquet in the matter of a prosecution instituted by Gustave Francq under the Alien Labour Act against the Dominion Car and Foundry Company (*). The company was charg-

* See the *Labour Gazette* for November, 1907, page 609.

ed with having brought labourers to Canada in contravention of the Act, and in defence pleaded that the establishment of a plant for building steel cars was a new industry not hitherto established in Canada, that skilled labour for such industry could not be obtained in Canada, and that therefore under the provisions of clause (b) of Section 9 of the Act, they were exempted from the provisions of the Act and obliged for the prosecution of such industry to bring skilled steel car builders from the United States.

The judge in rendering his decision maintained the position of the defence.

An appeal was thereupon taken under the provisions of the Code to a Judge of the Court of King's Bench, Crown side. This appeal has now been dismissed, and as the question involved is of importance to both employers of labour and employees, the full text of the opinion of the Court is given below.

In rendering his decision disallowing the appeal, His Honour Mr. Justice Cross spoke as follows:—

Text of Decision.

This was a rehearing under the provisions of the Criminal Code regulating appeals.

The accused had been tried before the Judge of Sessions upon an accusation of infringement of the Alien Labour Act, and was acquitted.

The offence charged is that Joseph Disney has contravened the Act known as the Alien Labour Act, cap. 97, R. S. C., (1906), in that he has within the last six months prepaid the transportation and has assisted, encouraged and solicited the importation or immigration of an alien or foreigner into Canada, under contract of agreement made previous to the importation or immigration of such alien or foreigner, to perform labour or service in Canada. It is also set forth in the complaint that the labour which the alien was to do was such as for that purpose can be obtained in Canada, and was in an industry at present established in Canada, the said alien having been brought into Canada for the purpose of taking employment with the Dominion Car & Foundry Co. (Ltd.)

That the alien who was brought into Canada is Ferdinand Jessec, and his employment is hammerman.

There appears to be no doubt of the fact that the accused went to Detroit at the instance of the Dominion Car & Foundry Co. (Ltd.) for the purpose of getting men to come and take service with that company as hammermen, that is, to do the work of rivetting together parts of steel cars with a hammer operated by pneumatic pressure, and that, as a result of his trip, one Jessec came and entered into the service of the company at its works near Lachine.

Objection is made on behalf of the defendant that he acted merely as the agent of the company, and that, as an infraction of the statute leads only to a money adjudication, which may be sued for in a civil court, he is not liable to such adjudication, inasmuch as he has only acted within the limits of his agency, and that consequently the company alone could be proceeded against.

I do not consider this objection to be well founded, because what is prohibited by this statute, under penalty of fine, has been made unlawful, and a defendant can have no mandate to do what the law prohibits, and, if he does it, the act is to be treated as having been done on his individual responsibility.

It is next objected, on behalf of the defendant, that Jessec did not come from the United States, but that, being a minor, whose home was with his father in Belgium, and, having been only temporarily in the United States in search of work, he, in reality, came from Belgium to Canada, and as inasmuch as the Alien Labour Act applies only to importation or immigration from such countries as have in force laws of a character similar to the Alien Labour Act, and it is not shown that any such law was in force in Belgium, where Jessec's home was, the penalty has not been incurred.

The provisions of the act, however, appear to be directed against the induced immigration of aliens who either reside in or are citizens of the foreign country which enforces alien labour acts against Canada, and I do not consider that the legal domicile of the alien, apart

from the place of his recent habitation, is a matter to be enquired into. This objection is consequently also set aside.

It is next contended on behalf of Disney that his case came within an exception which is made in the act, in the following terms:—

"Nothing in this Act shall be so construed as to prevent any person, partnership, company or corporation from engaging under contract or agreement, skilled workmen in foreign countries to perform labour in Canada in or upon any new industry not at present established in Canada; providedthats killed labour for that purpose cannot be otherwise obtained,"

It is contended, for the accused, that the engagement of Jessec to come into Canada and to work here was not an offence, because the two facts necessary to bring the Jessec case within the exception existed, namely, first, that he was engaged to work in a new industry in Canada, and, second, that skilled labour "for that purpose" could not be otherwise obtained.

The facts proved in evidence make it clear that, in so far as concerns the equipment and setting in operation of an establishment for the manufacture of steel cars, the enterprise of the Dominion Car and Foundry Company was a new one of a kind not already established in Canada. In other respects, however, this case has developed widely different pretensions concerning the legal purport and effect of this excepting clause of the Act.

The prosecutor contends that the purport of the excepting clause is to permit the engagement abroad of those skilled workmen only whose work is new and not practised in Canada, and that the defendant cannot exculpate himself without proving that "the skilled labour for that purpose" mentioned in the proviso means the skilled labour called into requisition by the new processes of the industry.

While admitting that, in making steel cars, the men who cut out the parts or who design them might be such as could be engaged abroad, he denies that the rivetters are skilled workmen occupied at a trade heretofore unknown in Canada. In his written argument, put on record, the prosecutor's pretension is stated thus:

"Now, our position with regard to this point is that the wording of section (b) 'skilled workmen in or upon any new industry not at present established in Canada,' simply means skilled workmen whose occupation is such as has heretofore not existed in Canada."

The prosecutor accordingly submitted evidence, in considerable volume, to demonstrate that there is nothing new about the rivetting of bolts with a pneumatic hammer, and that, though it may be true that the making of steel cars is a new thing in Canada, rivetting had been done with the pneumatic hammer for some years previously in bridge construction, boiler making and other steel construction work, and he concludes that the defendant, having brought Jessec into Canada to work merely as a hammerman rivetter, has violated the Act.

This view is disputed by counsel for the defendant, who argue that a new industry means an establishment or business which produces a new commodity or service, and that, in setting up such an industry, any sort of skilled labourers may be engaged abroad, whether their avocation relates to the new process or not.

Though the statute contains no interpretative clauses, I consider that its language is such as to enable me to arrive at a correct conclusion as to its meaning in relation to the present controversy, but it will be well first to state summarily the facts proved in the case.

The Dominion Car and Foundry Company had equipped a shop for the purpose of manufacturing steel box cars. Manufacturing operations had commenced. In the spring of 1907, when outdoor work became general, an urgent demand for rivetters arose. They were in demand for work on the Quebec bridge, on a railway bridge near Ste. Annes, on work in Ontario, as well as in many places in and near Montreal where steel construction work was proceeding. The Dominion Car and Foundry Company did not have the requisite number of labourers, and fell into arrears of deliveries of cars under its contract with one of the railway companies. The rate of wages rose as the scarcity of labourers increased, and as a consequence, men became unsettled and

vent from one undertaking to another. A foreman in the car company shop left ts service, and as his successor was not o the men's liking, some of the men left lso. The car company was unwilling o have the increase in wages go beyond certain amount, and others of its men vent away to get higher pay elsewhere. The company advertised for rivetters and ad canvassers in search for men, and it ent this defendant to Detroit for the urpose. The present prosecution re-ulted.

It is contended for the prosecutor hat rivetters operating with the pneu-matic hammer, are not skilled workmen t all. The weight of evidence, however, s against this conclusion. One witness rom Detroit named Clymo (Clement?) t is true, has testified that illiterate European day labourers, applying for work at the shops of the American Car Foundry works, have been set forthwith t this kind of work, but this testimony s not only very improbable in itself, but s not supported by that of the other witnesses on either side. The mere fact hat these operators are classed by them-selves and are not regarded as day la-bourers, is against the pretension. I con-sider that Jessec was engaged to do the work of a skilled workman.

The case, therefore, resolves itself into determining whether the contention of the prosecutor that the statute permits the hiring abroad, to work on a new indus-try, only of those skilled workmen who do some new kind of skilled work, and not of all kinds of skilled workmen, is well founded or not.

As a matter of well recognized prin-ciple, an enactment purporting to re-strict common freedom of action and of contract, is to be so construed as not to make the restriction extend beyond what the language of the enactment clearly justifies. The Act prohibits the assisting the immigration from those foreign countries to which it applies of alien labourers, under contract to perform work or service of any kind in Canada, but it also declares that no person is prevented from engaging skilled work-men in foreign countries to labour in or upon any new industry not at present established in Canada, "provided that skilled labour for that purpose cannot be otherwise obtained."

It is easy to see what the intent of this excepting clause is.

The framers of this clause clearly must have had in mind the fact that the setting in operation of a new industry would disturb local labour conditions and create a demand for workmen which could perhaps not be supplied. Skilled work-men are presumably at work and do not congregate in a locality in advance and await the setting up of the works.

While it may be true, as the prosecutor contends, that the object of the Act, as a whole, is to secure a fair wage to the workman and prevent the market from being flooded with "cheap" labour, it is also clear that the object of this ex-cepting clause is to favour the new in-dustry and to guard it against having to stand in idleness because of lack of skilled workmen to supply the new demand.

This being so, the effect of the clause is to permit the engagement abroad, not merely of those skilled workmen whose work is confined to the new processes but of any kind of skilled workmen who may be needed, provided they cannot be engaged in Canada. It sanctions the engagement abroad of skilled workmen to be employed as the Act itself states, "in or upon" any new industry, and though it is insisted by the prosecutor the words "for that purpose" mean the purpose of work in the new processes, I consider that these words are too in-definite to have such a meaning attached to them, but must be held to relate to the preceding phrase, "in or upon any new industry." To adopt the construc-tion argued for by the prosecution would therefore be to read into the statute something which is not there, and, not only this, but it would also involve the assumption that every new industry necessarily calls for the exercise of a skilled avocation of a new kind, whereas, as I think is generally conceded, the ex-cellence of many new industries consists largely in the simplicity of the methods of operation by which their objects are accomplished.

It follows that it was for the prose-

cutor who takes the affirmative of the issue on this point, in his complaint—to prove not merely that there were hammermen—rivetters in Canada who could work with the pneumatic hammer, but also that such rivetters could be obtained for the purpose of the car building works otherwise than by inducing aliens to come to Canada, and obtained in such numbers as would enable the company to effectively operate the works. He has not made this proof. In the evidence, the names of only three rivetters are given, who were not occupied at an unspecified date in May or June, though there are general assertions by some of the witnesses to this effect that as many as twenty men might at one time have been engaged. The company, however, was not made aware either of the names of the three men in question or of the whereabouts of the twenty.

It seems to have striven by canvassing and by advertisements to procure workmen here. It succeeded to the extent of securing all the rivetters except seven employed in its new works at a time of great scarcity of skilled labourers, and I do not find that the proof shows that it could have done more.

Appeal dismissed.

(Francq v. Dominion Car & Foundry Co.; 7th April, 1908; Cross, J. A.)

FACTORY INSPECTION IN NOVA SCOTIA.

DURING the month of February, 1908, Mr. Philip Ring was appointed an inspector of industrial establishments under the Factories Act of Nova Scotia.

The first duties assigned to the inspector were to examine the factories in the city of Halifax and report on the number of employees and classes, length of working days, sanitary condition of the buildings and immediate surroundings, fire protection appliances, provisions for escape in case of fire, and all other matters under the act. On the completion of this, he was instructed to visit, and is at the present time, visiting other factories throughout the province with a view to furnish a report on the matters above mentioned.

It was considered advisable by the government that the inspector should visit buildings in which moving picture shows are held, and to report with regard to the methods employed in extinguishing fires, and the means of escape in such buildings.

In addition to the requirements of the act the inspector will report concerning the horse power of the motive plants installed in each factory, and by what power driven.

CO-OPERATIVE DISTRIBUTION AT DOMINION, N.S.—HALF YEARLY STATEMENT OF THE WORKMEN'S STORE COMPANY, LTD.

THE Workmen's Store Company, Limited, (co-operative) of Dominion, N.S., which was organized with thirty-six members in 1902, and commenced business in March, 1903, held its semi-annual meeting on March 30, when a dividend of 10 per cent. was declared on sales amounting to $29,710, an increase of $4,115 over the corresponding 6 months of the previous year. The net profits were $3,312, out of which $2,617 were apportioned as dividend. The expense account amounted to $2,694. The present membership is 195. Since the store was established total sales were $207,149, out of which $17,361 have been paid in dividends, $2,175 into reserve and $1,867 on interest account.

THE PENNY BANK OF TORONTO, ONT.—SECOND ANNUAL REPORT.

A copy of the second annual report and financial statement of the directors of the Penny Bank of Toronto*, covering the twelve months ending June 30, 1907, was received at the Department of Labour during April. The report showed

* An article dealing with the organization of the bank and with the legislation on which it was founded was published in the *Labour Gazette* for October, 1905, at page 416.

that deposits have grown within twelve months from $81,001 to $99,022, an increase of 22½ per cent. In schools alone, since the bank was established, 425,664 deposits have been made and 17,881 new accounts opened. The average amount of deposits has been twenty cents, and of withdrawals $2.00.

Owing to the success of the bank in the public schools in Toronto, the system has been extended to other cities and towns in the province and branches have been opened in the public schools of Port Hope, Galt and Orangeville. The school boards of Guelph, St. Catharines and Woodstock, Ont., have also been addressed on the subject. The bank at present has branches in 48 public schools in Toronto, an increase of 6 during the year. The total number of branches in operation is 56.

No losses have occurred since the inauguration of the bank and the guarantee fund remains intact. The managers of various chartered banks have aided materially in the opening of new branches.

The directors hope to extend the operation, of the bank further amongst the wage-earning classes.

IMMIGRATION AND COLONIZATION.

THE most interesting return of the month with reference to immigration is that reviewing the extent of the influx during the fiscal year which ended on March 31, 1908. As will be seen in detail below, the number of arrivals during the year, compared with that of the preceding year showed an increase of 18 per cent. The total for 1907–08 was 262,169 and for 1906–07, 222,702.

It will be seen also that the volume of immigration from Great Britain to Canada has shown a falling off, and that there has been an increase in the number of arrivals from the United States since the beginning of the present calendar year.

Recent Immigration Returns.

Immigration through ocean ports during March, 1908, declared for Canada, was as follows:

IMMIGRATION RETURNS DURING MARCH, 1908.

	Male.	Female.	Children under 12.	Total.
Immigrants	5,964	1,851	1,436	9,251
Returned Canadians	1,627	220	143	1,990
Tourists	275	41	22	338
Total	7,866	2,112	1,601	11,579

A summary of immigration proper through ocean ports, declared for Canada, during the fiscal year ending March 31, 1908, is as follows:—

IMMIGRATION BY OCEAN PORTS DURING FISCAL YEAR 1907–08.

	Male.	Female.	Children under 12.	Total.
April	24,972	5,052	4,414	34,438
May	24,744	7,153	6,858	38,755
June	18,107	7,171	7,041	32,319
July	11,841	4,695	4,410	20,946
August	8,584	4,431	3,921	16,936
September	8,085	4,055	3,064	15,204
October	6,939	3,640	3,018	13,597
November	5,376	2,632	2,101	10,109
December	3,886	1,284	929	6,099
January	1,632	668	505	2,805
February	2,163	909	626	3,698
March	5,964	1,851	1,436	9,251
Totals	122,293	43,541	38,323	204,157
Corresponding months of 1906–07.				163,439
Increase 1907–08				40,718
Percentage of increase.				25%

The following is a statement of immigration from the United States during the fiscal year 1907–08, compared with the twelve months preceding:

IMMIGRATION FROM THE UNITED STATES, DURING FISCAL YEAR 1907-08.

By rail	April	9,106	
	May	6,324	
	June	4,702	
	July	4,796	
	August	3,683	
	September	3,412	
	October	4,171	
	November	3,656	
	December	2,572	
	January	2,418	
	February	2,240	
	March	5,862	
			52,942
By highway, fiscal year, 1907-08			5,370
Total			58,312
Corresponding months of 1906-07			59,263
Decrease 1907-08			951
Percentage of decrease			1½%

The total immigration to Canada for the fiscal year 1907-08, compared with the twelve months preceding.

TOTAL IMMIGRATION TO CANADA, FISCAL YEAR 1907-08, 1906-07.

1907-08.		
Via ocean ports	204,157	
From the United States	58,312	262,469
1906-07.		
Via ocean ports	163,439	
From the United States	59,263	222,702
Increase, 1907-08		39,767
Percentage of increase		18%

British Emigration Returns.

During the month ended February 29th, 1908, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING FEBRUARY, 1908-07.

Nationality	1908	1907
English	3,059	5,454
Welsh	121	(*)
Scotch	581	1,487
Irish	169	313
British Colonial	84	(*)
Total of British origin	4,014	7,254
Foreign	605	1,276
Total	4,619	8,530

During the two months ending February, 1908, the number of passengers leaving the United Kingdom as above mentioned was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JANUARY-FEBRUARY, 1908-07.

Nationality.	1908	1907
English	4,101	7,553
Welsh	152	(*)
Scotch	791	2,227
Irish	230	457
British Colonies	190	(*)
Total of British origin	5,464	10,237
Foreign	1,111	2,575
Total	6,575	12,812

* Not separately distinguished in 1907.

Homestead Entries During March, 1908.

The following statement shows the number of homestead entries made in March, 1908, as compared with March, 1907:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF MARCH 1908, AS COMPARED WITH MARCH, 1907.

Agency.	1908	1907	Increase	Decrease
Battleford	137	174	.....	37
Brandon	3	8	.....	5
Calgary	144	97	47	.....
Dauphin	66	31	35	.....
Edmonton	291	269	22	.....
Estevan	23	51	.....	28
Humboldt	111	140	.....	29
Kamloops	29	12	17	.....
Lethbridge	219	174	45	.....
Moosejaw	393	57	336	.....
New Westminster	1	6	.....	5
Prince Albert	89	73	16	.....
Regina	74	200	.....	126
Red Deer	102	83	19	.....
Winnipeg	47	81	.....	34
Yorkton	140	133	7	.....
Total	1,869	1,589	544	264

It will be seen that there has been a net increase in the number of homestead entries made in March, 1908, of 280.

A statement of the homestead entries during the first three months of the calendar year 1908, compared with the corresponding months of the calendar year 1907, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES JANUARY-MARCH, 1908 and 1907, RESPECTIVELY.

Month.	1908	1907	Increase
January	1,453	1,111	342
February	1,420	1,033	387
March	1,869	1,589	280
Total	4,742	3,733	1,009

It will be observed that there has been a net increase of 1,009 in the number of homestead entries made during January, February and March, 1908, compared with the same months of 1907.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of March, 1908, were as follows:

NATIONALITIES OF HOMESTEADERS IN MARCH, 1908.

Nationalities.	No. of Entries.
Canadians from Ontario	209
" " Quebec	28
" " Nova Scotia	5
" " New Brunswick	10
" " Prince Edward Island	5
" " Manitoba	31
" " Saskatchewan	83
" " Alberta	36
" " British Columbia	12
Persons who had previous entry	263
Newfoundlanders	.....
Canadians returned from the United States	23
American	468
English	309
Scotch	56
Irish	24
French	33
Belgians	7
Swiss	0
Italians	1
Roumanians	.....
Syrians	1
Germans	22
Austro-Hungarians	127
Hollanders	1
Danes (other than Icelanders)	8
Icelanders	12
Swedes	30
Norwegians	34
Russians (other than Mennonites and Doukhobors)	31
Mennonites	.....
Doukhobors	.....
Chinese	.....
Japanese	.....
Persians	.....
Australians	.....
New Zealanders	.....
Total	1,869

Representing 4,155 souls.

Of a total of 491 entries made in March, 1908, by persons coming from the United States, there were 162 from North Dakota, 72 from Minnesota, 45 from Iowa, and 32 from Michigan.

Lands Patented in March, 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during March, 1908, is as follows:—

LANDS PATENTED DURING MARCH, 1908.

Nature of Grant.	March, 1908. No. of Patents	March, 1908. No. of Acres.
British Columbia Homesteads	9	1,316.40
British Columbia sales	3	64.70
Coal Lands sales	23	5,581.00
Homesteads	1,358	216,055.45
Hudson's Bay Co	1	1,441.00
Military Homesteads	.....	.....
Mineral rights (3,389.19 acres)	13	.....
Northwest half-breed grants	8	1,037.09
Parish sales	1	162.50
Quit Claim special grants		.....
Railways:		
Canadian Northern Ry	255	391,427.48
Can. Pac. Ry. grants	1	640.00
Can. Pac. Ry. roadbed and station grounds	11	177.22
Grand Trunk Pacific Ry	29	312.66
Man. and South Eastern Ry	9	9,780.91
Man. South Western Col. Ry	3	1,600.00
Sales	47	53,317.34
School Lands sales	13	1,061.79
Special grants	21	178.87
Yukon Territory sales	1	50.52
Totals	1,806	684,204.93

In March, 1907, the number of patents issued was 2,217, covering an area of 553,243.62 acres, showing a decrease for the month of March, 1908, of 411 in the number of patents issued, but an increase of 130,961.31 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the month of March, 1908, compared with the sales of March, 1907, and for the year 1908 to March 31st, compared with the corresponding period of a year ago.

LAND SALES OF CANADA NORTHWEST LAND COMPANY

	Acres.	Price obtained.
March, 1908	320.00	$3,520.00
March, 1907	2,199.72	24,397.20
Decrease, 1908	1,879.72	20,877.20
From Jan. 1 to March 31, 1908	1,439.97	18,547.54
From Jan. 1 to March 31, 1907	4,009.62	45,139.52
Decrease, 1908	2,519.65	$26,591.98

Notes.

In the most recent publications issued by the Immigration Branch of the Department of the Interior, Canada, special prominence is given to the following announcement:

"Important! Farmers, farm labourers, railway construction men, are the only people the Canadian Immigration department advises to emigrate to Canada. All others should get definite assurance of employment before leaving home, and have money enough to support them for a time in case of disappointment.

During the past few weeks the Canadian immigration officer in London refused to give his sanction, which is required by the steamship companies, for the immigration of a number of persons. The recommendations of workers amongst the poor that those they propose to emigrate are fit and proper persons will not be accepted. If, as in the case of the Salvation Army emigrants, it can be shown that each has work to go to, there will be no interference as long as the emigrant is physically and morally fit, but otherwise something further than an assurance that he is worthy of assistance must be forthcoming.

The increased interest which is being shown this spring, by people in Eastern Canada and the United States in homesteading opportunities in the west has resulted in the C.P.R. passenger department deciding to start the homesteaders' excursions earlier this year than usual. The first of these excursions from Quebec and Eastern Ontario started in April, and the excursions will continue at regular intervals until September. In former years these excursions have not started until June.

ORIENTAL IMMIGRATION—MISSION OF THE DEPUTY MINISTER OF LABOUR TO ENGLAND.

DURING the month of March, 1908, Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, was commissioned by the government of Canada to proceed to Great Britain, to confer with the British Authorities on the subject of immigration from the Orient and the immigration from India in particular (*). In pursuance of this mission, Mr. King left Ottawa on March 5, and sailed for England from St. John, N. B., on the steamship "Empress of Ireland," on Friday, March 6, arriving at London on Saturday, March 14. On the following Monday, Mr. King called on the Right Honourable Lord Strathcona and Mount Royal, the High Commissioner for Canada, and learned that His Lordship had already arranged for an immediate introduction at the Colonial Office. On the following day Mr. King was received by the Right Honourable the Earl of Elgin and Kincardine, Secretary of State for the Colonies, who arranged for interviews during the course of the same week with the Right Honourable John Morley, Secretary for India. and the Right Honourable Sir Edward Grey, Secretary for Foreign Affairs, These interviews were followed by further interviews with Lord Elgin, Mr. Morley and Sir Edward Grey during the three following weeks, as well as by interviews with different officers of the Colonial, India and Foreign Offices. The most sympathetic interest was taken throughout by the British ministers and officials in the subject of Mr. King's mission, and the representations made on behalf of the people of Canada were received and

* The terms of the report of the Committee of the Privy Council under which the mission of the Deputy Minister was undertaken were printed in full in the *Labour Gazette* for April, 1908, at page 1236.

fully discussed in all their bearings. Notwithstanding that parliament was in session and that in some respects the pressure of their duties was exceptional, the time accorded by the ministers was so considerable that it was possible within the duration of four weeks to effect such an interchange of views and to conduct such negotiations as to afford reason for believing that a satisfactory understanding of the situation had been reached, insofar, at least, as an appreciation of Canada's position in regard to immigration from India is concerned, and in so far as may serve to prevent such immigration from India as may not be desirable in the interests of the natives of that country and of the people of Canada. Having concluded the necessary conferences and negotiations, Mr. King returned from England to Canada by the same vessel, sailing from Liverpool on Friday, April 17, and arriving at Halifax on Thursday, April 23, St. John on the following day, and Ottawa on the 25th. It was expected at the close of the month that Mr. King's official report to the Privy Council with regard to his mission would be presented to parliament early in May. The full text of the report will be published in the June issue of the *Labour Gazette*.

TRADE DISPUTES DURING THE MONTH OF APRIL, 1908.

THERE were very few trade disputes in Canada during April, compared with the corresponding month in previous years, and none of them were of great magnitude. General industrial conditions were not seriously affected in any part of the country by strikes or lockouts, and very few disputes threatened to occur during the spring.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during April was 11, compared with 8 in March, and 36 in April, 1907. There were 33 firms and about 695 employees affected by trade disputes during the month, 29 firms and about 438 employees having been involved in the new disputes of the month.

Loss of time in working days.—The loss of time to employees through trade disputes during April was approximately 5,400 working days, compared with 9,950 in the previous month and 89,150 in April, 1907.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workers affected in each group of trades:—

Trades.	No. of Disputes.	No. of Workers.
Mining	1	36
Building trades	4	230
Metal trades	1	100
General transport	2	72
Total	8	438

Localities affected by new disputes—The new disputes of the month occurred in the following provinces of the Dominion:—

Province.	No. of Disputes.
New Brunswick	1
Ontario	6
British Columbia	1
Total	8

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	4
For shorter hours	1
For higher wages and shorter hours	1
Against decrease in wages	1
Against conditions of employment	1
Total	8

TABLE OF TRADE DISPUTES DURING THE MONTH OF APRIL.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Woodworking and furnishing trades— Upholsterers	Guelph, Ont	Objection to reduction in wages.	1	.....	16	.....	1	.....	Jan. 10	.....	No settlement reported, but places of strikers were filled.
Printing— Printers	St. John, N.B.	Against discharge of an employee	2	.....	40	.....	.....	.....	Mar. 22	.....	No settlement reported, but places of strikers were filled.
Clothing trades— Garment workers	Montreal, Que.	Objection to an increase in hours of labour, and for a guarntee of wages	1	.....	140	60	.....	.....	Feb. 23	.....	No settlement reported at end of month, but employers claimed not to be affected.
DISPUTES WHICH BEGAN DURING THE MONTH.											
Mining— Iron miners	Wilbur, Ont	Refusal of men to work later than 4 p.m. on Saturdays	1	.....	36	.....	.....	.....	Apr. 11	.....	Mining resumed on April 14. Places of strikers were filled during the month.
Building trades— Builders' labourers.	Port Colborne, Ont	Objection to reduction in wages. Company claimed that men demanded an increase in wages	1	.....	85	.....	.....	.....	April 1	Apr. 6	Work resumed at rate of $1.25 per day, which prevailed before the strike.

Builders' labourers.	**Ottawa, Ont.**	For increase in wages from 15 to 25 cents an hour	1		30		25		Apr.	22		No settlement reported at end of month.
Painters	St. Catharines, Ont	For increase in wages from 25 to 30 cents an hour	3		20				Apr.	1	Apr. 11	Increase in wages conceded.
Painters	St. John, N.B.	For increase in wages from $2.25 to $2.50 per day	11		70				Apr.	1	Apr. 7	Increase in wages conceded.
Metal trades—												
Iron moulders	Brantford, Ont.	Strikers allege that iron is not melted sufficiently, causing bad castings, and consequent loss to themselves	1		100				Apr.	1		No settlement reported, but places of some strikers were filled.
General Transport—												
Teamsters	Fernie, B.C.	For increase in wages and shorter hours	4	6	22				Apr.	3	Apr. 4	Employers conceded demands of men.
Longshoremen	Windsor, Ont	For increase in wages from 20 cents to 30 cents per hour	1		50				Apr.	21	Apr. 22	Places of strikers were filled.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

Methods of settlement.—Of the 11 trade disputes in existence during the month, 8 were definitely terminated, and in one other conditions ceased to be affected, leaving 2 still in existence at the close of the month. There were 3 disputes settled by negotiations between the parties concerned. In four cases the places of strikers were filled, in one, work was resumed without negotiations, and in another case the employers closed the part of the factory affected by the dispute, claiming that they were able to dispense with it.

Results of disputes.—Of the disputes that were terminated, 5 resulted in favour of the employers and 3 in favour of the employees. The reports of the result of one dispute were conflicting.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence in Canada at the beginning of April comprised strikes of garment workers at Montreal, Que., printers at St. John, N.B., and upholsterers at Guelph, Ont. A brief account of these disputes is given below:

Strike of Garment Workers at Montreal, Que.

On February 23rd, a strike of about 200 garment workers took place at Montreal, on account of a contractor wanting them to work 60 hours a week, instead of 54 hours. The employees also wished the firm to be responsible for their wages, not the contractor. While no definite settlement was reached in this dispute, the firm employing the contractor dismissed him and closed this shop, being able to dispense with it.

Strike of Printers at St. John, N.B.

No settlement was reported in the case of a strike of 40 printers at St. John, N.B., which began on March 22, the cause of the dispute having been the discharge of an employee of the Daily Telegraph. The Evening Times was also affected by this dispute. The publishing of these two newspapers was not interrupted by the strike, although the management were for some time hampered by it. In the course of the month, the places of the strikers were filled and normal conditions were resumed.

Strike of Upholsterers at Guelph, Ont.

No definite settlement was reported with regard to a strike of 16 upholsterers which took place at Guelph, Ont., on January 10, on account of their refusal to accept a reduction in wages. It was reported, however, that the places of the strikers were filled and the employers were no longer affected by the dispute.

New Disputes.

The new disputes of the month comprised strikes of iron moulders at Brantford, Ont., painters at St. John, N.B., and St. Catharines, Ont., building labourers at Port Colborne, Ont., building labourers and bricklayers at Ottawa, Ont., iron miners at Wilbur, Ont., teamsters at Fernie, B.C., and longshoremen at Windsor Ont.

Strike of Iron Moulders at Brantford, Ont.

On April 1 about 100 iron moulders of the William Buck Stove Company declared a strike at Brantford, Ont. It was alleged by the strikers that the iron was not melted sufficiently and consequently did not run properly into the mould causing bad castings, which meant a loss to them, as all bad castings were discounted. On the other hand, it was claimed by the employers that this was not the cause of the bad castings, and that they could not be traced directly or indirectly to any negligence of the firm. No settlement of the dispute took place during the month, but an attempt was made by the company to fill the places of the strikers. Several of the striking moulders were arrested when the strike was in progress, charged with watching and besetting the works, and forcibly preventing other men from taking their places.

Strike of Painters at St. John, N.B.

On April 1 about 70 painters employed by 11 firms declared a strike at St.

John, N.B., on account of the refusal of the employers to grant a demand for an increase in wages from $2.25 to $2.50 per day. On April 7 the increase in wages was conceded and work was resumed.

Strike of Painters at St. Catharines, Ont.

On April 1 the journeymen painters of St. Catharines, Ont., demanded an increase in wages from 25 to 30 cents per hour. The demand was immediately conceded by 3 firms employing 10 men, but 3 other firms, employing 20 men, at first refused, and a strike was accordingly declared. On April 11 work was resumed, all the employers having by that time conceded the demands of their men.

Strike of Builders' Labourers at Port Colborne, Ont.

On April 1 about 85 builders' labourers employed by the Canadian Portland Cement Company declared a strike at Port Colborne, Ont. According to the company the cause of the dispute was their refusal to grant a demand for an increase in wages, but according to other reports the strikers objected to a reduction in wages to 10 cent an hour. Work was resumed on April 6th at the rate of $1.25 per day, which was the rate prevailing before the strike.

Strike of Builders' Labourers and Bricklayers at Ottawa, Ont.

On April 22 about 30 non-union builders' labourers employed in the construction of the Young Men's Christian Association building at Ottawa, Ont., stopped work on account of the refusal of their employers to grant a demand for an increase in wages from 15 to 25 cents an hour. The bricklayers to the number of 25 went out in sympathy with the labourers and all work on the building was stopped, and was not resumed at the close of the month. It was reported that most of the striking labourers joined the building labourers' union, soon after the beginning of the dispute.

Strike of Iron Miners at Wilbur, Ont.

On April 11 about 36 iron miners declared a strike at Wilbur, Ont., the cause of the dispute being their refusal to work later than 4 p.m. on Saturdays. It was reported by the company that no mining was done between April 11th and 13th, but that men began to work on the 14th. The men claimed that the strike was declared because they wanted an increase in wages, and objected to being required to work on Sunday, although they offered to put in extra time at night. In the course of the month normal conditions were resumed at the mine, the company having filled most of the places of the strikers.

Strike of Teamsters at Fernie, B.C.

On April 3 a strike of teamsters took place at Fernie, B.C., on account of the refusal of the employers to grant a demand for an increase in wages and shorter hours. According to a report received from the Teamsters' Union there were 4 firms affected directly and 6 indirectly by the dispute, and about 22 employees directly affected. A report from one of the employers placed the number of firms affected at 5, and the number of employees at 10. The dispute only lasted one day, the demands of the men being conceded on April 4.

Strike of Longshoremen at Windsor, Ont,

On April 21, about 50 longshoremen at Windsor, Ont. stopped work on account of the refusal of their employers to grant a demand for an increase in wages from 20 cents to 30 cents per hour. On the following day the places of the strikers were filled and industrial conditions ceased to be affected by the dispute.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of April, and which have been reported to the department.

VANCOUVER EMPLOYERS' ASSOCIATION—FOURTH ANNUAL MEETING.

THE fourth annual meeting of the Employers' Association of Vancouver, B.C., was held during April. The two chief subjects under discussion were the employers' liability act and the union label. With regard to the former, it was stated that in view of the numerous successful damage suits which had recently been brought against employers by employees injured in the course of their employment, it had become perilous to embark in business where numerous men or women were employed. It was alleged that the sympathy of juries was with the employees, and the association held, therefore, that juries should be obliged, in giving their verdict, to answer questions put to them by the presiding judge in order that a definite basis might be afforded for an appeal. It was also thought that when damages are awarded against an employer the payment should be spread over a period of time and not be payable in a lump sum. With regard to the union label, the chief complaint was in connection with the action of the unions in endeavouring to induce the Vancouver City Council to require that the union label must appear on all goods purchased by the city under contract. The association held that employers conducting an open shop, should be eligible to sell goods to the city.

The association, which was established in 1903, has now 75 firms in good standing on the membership roll, all employing 5 hands or over. In a communication recently received at the Department, the association stated that while many establishments in Vancouver have become open shops since the Employers' Association was organized, no reduction in wages has been made.*

* A statement with regard to the organization of the association was published in the *Labour Gazette* for July, 1903, at page 8.

BRITISH COLUMBIA: A STUDY ON COLONIZATION IN CANADA.*

AN important work on British Columbia by Professor Albert Metin, Chief of the Office of the Minister of Labour of France, has recently been published. The volume contains most valuable information concerning this province from many points of view, the subjects being treated under the following headings: Part I, Topographical features; Part II, Climate, lakes and rivers, and forests; Part III, Colonization and inhabitants; Part IV, Fishing, lumbering and agricultural industries; Part V, Mines; Part VI, Economic districts.

In the chapter dealing with the formation of the colony, an outline of the history of British Columbia is given from the period of its first discovery by the Spaniards, in the sixteenth or seventeenth century, to the present day. This is followed by an account of the different nationalities in the province with their occupations. A chapter is devoted to a description of the Indians, based largely on the report of the Department of Indian Affairs, 1904–5. The problem of Asiatic immigration is discussed at some length, and as an indication of the serious nature of this question statistics are quoted showing that omitting the Indians, the yellow races in British Columbia amounted to one-twelfth of the population in 1871, one-eleventh in 1881, one-tenth in 1891, and one-eighth in 1901.

An interesting account of the salmon fishing industry is given, with statistics from the years 1876 to 1905. In the value of fish products and also in the amount of capital invested, British Columbia, it is stated, ranks second among the provinces of the Dominion, following Nova Scotia, while the number of people engaged in this industry in 1904, was 15,236 in British Columbia, compared with 66,013 in Nova Scotia and 18,342 in New Brunswick. Attention is called to the threatened destruction of the salmon

* La Colombie-Britannique, Etude sur la colonisation au Canada, par Albert Metin. Paris: Libraire Armand Colin. Pages, 431.

fisheries owing to the methods of the United States fishermen, who intercept the salmon before they enter the mouth of the Fraser River, using the most destructive engines and working continuously, uncontrolled by any regulations for the preservation of the fish.

While the agricultural industries of British Columbia are said to be ancillary to mining, great progress is being made in butter making and fruit growing. The author traces the effect of high wages and the scarcity of labour upon the forms of agriculture carried on in British Columbia, the prevalence of small holdings being attributed to this circumstance.

Since the mining industry is by far the most important one in British Columbia, it is discussed more fully than any other branch, about thirty-three pages being given to it. A description of the various methods employed in the prospecting and working of mines and the extraction of gold and silver is followed by an account of the coal mining and coke industries.

This section concludes with some remarks on the general conditions of labour, with special reference to salaries, labour organizations, and trade disputes. It is stated that the whole impulse toward the formation of trade unions comes from the States, but that in Canada a strike is carried on more along English lines than American.

The final portion of the volume begins with a description of the means of communication in British Columbia, after which the different portions of the province are described from an industrial point of view, classified under the following divisions: The islands, the coast, the region of the Canadian Pacific, the mineral regions of the Kootenay and the frontiers, the gold fields of the Cariboo, the undeveloped area, and the North. In the concluding chapter, the social and political characteristics of the people of British Columbia are briefly summed up, and in the opinion of the writer there are none which are not to be found in all new English speaking countries.

The great industrial prosperity of this province, and the immense possibilities of future development are well brought out, it being shown that the total production of the different industries for each of the years 1905 and 1906 amounted to about 245 million francs for a population of about 200,000 inhabitants. The volume is very fully illustrated with maps and pictures, and contains an extensive bibliography of government publications and miscellaneous works on British Columbia. It forms a most valuable contribution to the economic literature of the Dominion.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING APRIL, 1908.

The following is a list of contracts awarded by the Department of Public Works and the Department of Railways and Canals, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

EXAMINING warehouse at Winnipeg Man., names of contractors, J. McDiarmid Co., Ltd., of Winnipeg, Man.; date of contract, January 10, 1908; amount of contract, $276,000.

FAIR WAGES SCHEDULE.

Class of Labour.	Rates of Wages, Not less than:
Bricklayers	$.55 per hour, 8 hours per day.
Masons	.55 " 9 "
Carpenters	.35 " 9 "
Joiners	.35 " 9 "
Stairbuilders	.35 " 9 "
Stonecutters	.60 " 8 "
Plasterers	.50 " 9 "
Lathers	.40 " 9 "
Plumbers	.40 " 9 "
Steam and gasfitters	.40 " 9 "
Painters and glaziers	.30 " 9 "
Electricians	.35 " 9 "
Tinsmiths	.39 " 9 "
Metal roofers	.39 " 9 "
Blacksmiths	.32½ " 9 "
Builders' labourers	.25 " 10 "
Ordinary labourers	.20 " 10 "
Driver, 1 horse & cart	.35 " 10 "
Driver, 2 horses and wagon	.50 " 10 "

Public building at Renfrew, Ont.; name of contractors Jos. Bourque & Co., of Hull, Que.; date of contract, April 6, 1908; amount of contract, $24,500.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$4.00 per day of 10 hours.
Bricklayers	3.50 " 10 "
Masons	3.50 " 10 "
Carpenters	2.00 " 10 "
Joiners	2.25 " 10 "
Stairbuilders	2.25 " 10 "
Plasterers	3.00 " 10 "
Lathers	1.50 per 1,000.
Painters and glaziers	2.25 per day of 10 hours.
Plumbers	2.50 " 9 "
Steam and gasfitters	2.50 " 9 "
Metal roofers	2.25 " 10 "
Tinsmiths	2.25 " 10 "
Electricians	2.00 " 10 "
Builders' labourers	1.75 " 10 "
Ordinary labourers	1.50 " 10 "
Driver, 1 horse and cart	2.50 " 10 "
Driver, 2 horses and wagon	4.00 " 10 "

Road protection work at Glace Bay, N.S.; name of contractor, Wm. Curry, Glace Bay, N.S.; date of contract, April 23, 1908; amount of contract, $8,985.

FAIR WAGES SCHEDULE.

Trade of Class of Labour.	Rate of Wages, Not less than:
Foreman carpenters	$2.50 per day of 9 hours.
Carpenters	2.25 " 9 "
Engineman for pile driver	2.25 " 9 "
Blacksmiths	2.25 " 10 "
Blacksmiths' helpers	1.50 " 10 "
Labourers	1.50 " 10 "
Driver, with horse and cart	2.50 " 10 "
Driver, with 2 horses and wagon	3.75 " 10 "

Department of Railways and Canals.

Raising portion of St. Gabriel Shed No. 1, Lachine Canal. Date of contract, April 1st, 1908. Amount of contract, schedule rates. Contractors, Quinlan & Robertson, Montreal, Que.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Builders' labourers	$0.20 per hour, 9 hours per day.
Ordinary labourers	0.17½ " 9 "
Blacksmiths	2.25 per day, 10 "
" helpers	1.75 " 10 "
Carpenters	0.28 per hour, 9 "
Driver, 1 horse & cart	2.50 per day, 10 "
Driver, 2 horses and wagon	4.00 " 10 "
Timekeeper	1.50 " 10 "

Underpinning and reconstructing wall of Side Basin No. 1 and north wall of Basin No. 2, also paving wharf behind walls. Date of contract, April 20, 1908. Amount of contract, schedule rates. Contractors, Quinlan & Robertson, Montreal.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than
Builders' labourers	$0.20 per hour, 9 hours per day.
Ordinary labourers	1.50 per day, 9 "
Pavers	1.75 " 9 "
Steam drillers	0.22½ per hour, 9 "
Hand drillers	1.75 per day, 9 "
Stonecutters	$0.40 per hour, 8 hours per day
Masons	0.40 " 9 "
Blacksmiths	2.25 per day, 9 "
" helpers	1.50 " 9 "
Carpenters	0.28 per hour, 9 "
Machinists	2.25 per day, 9 "
" helpers	1.50 " 9 "
Diver with outfit	8.00 " 9 "
Diver's assistant	1.75 " 9 "
Bricklayers	0.50 per hour, 9 "
Timekeeper	1.50 per day, 9 "
Driver, 1 horse & cart	2.50 " 9 "
Driver, 2 horses and wagon	4.00 " 9 "
Stationary engineer	2.50 " 9 "
Stationary fireman	1.75 " 9 "
Steam derrick fireman	1.75 " 9 "
Tug captain	50.00 per month and board.
Tug engineer	65.00 "
Tug fireman	28.00 "
Tug deckhand	21.00 "

Construction of Section No. 3, Ontario-Rice Lake Division, Trent Canal, Ont. Date of contract, April 24, 1908. Amount of contract, schedule rates. Contractors, Canadian General Development Company, Limited, Montreal, Que.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Foreman for labourers	$2.50 per day of 10 hours.
Labourers	1.75 " 10 "
Carpenters	2.25 " 10 "
Stonecutters	4.00 " 10 "
Masons	4.00 " 10 "
Blacksmiths	2.00 " 10 "
" helpers	1.75 " 10 "
Horse, cart and driver	2.50 " 10 "
Team, wagon and teamster	3.50 " 10 "
Dredge engineer	100.00 p. mo. & board 12 hrs.day
" craneman	70.00 " 12 "
" fireman	40.00 " 12 "
" deckhands	35.00 " 12 "
" cook (female)	30.00 " 12 "
" watchman	40.00 " 12 "
Scowmen	40.00 " 12 "
Tug captain	60.00 " 12 "
Tug engineer	60.00 " 12 "
Tug fireman	35.00 " 12 "
Tug deckhands	35.00 " 12 "
Drill-boat foreman	3.00 per day of 10 hours.
" drillers	2.00 " 10 "
" drillers' hlp	1.50 " 10 "
Steam shovel runner	100.00per mo., 12 hrs. per day.
" craneman	70.00 " 12 "
" fireman	35.00 " 12 "
" watchman	35.00 " 12 "
Steam hoist runner	60.00 " 12 "

Erection of bridge at Renous River, N.B., Intercolonial Railway. Date of contract, April 22, 1908. Amount of contract, schedule rates. Contractors, Daniel W. B. Reid and Lewis Archibald, of Halifax, N.S.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman	$3.00
Carpenters	1.75
Stonemasons	3.00
Enginemen	1.75
Firemen	1.50
Blacksmiths	2.25
Concrete foreman	2.25
Steel bridge erectors	2.25
Timekeepers	1.50
Labourers	1.35
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00
Concrete men	1.50

Construction of Trestle Bridge at Sydney, N.S., Intercolonial Railway. Date of contract, April 22, 1908. Amount of contract, schedule rates. Contractor, J. W. Dobson, of Sydney, N.S.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Foreman	$3.00
Stonemasons	3.60
Fireman	1.75
Blacksmiths	2.50
Labourers	1.50
Carpenters	2.25
Engineman	2.25
Steel bridge erectors	2.25
Concrete foreman	2.25
Timekeeper	1.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

Post Office Department.

The following orders for supplies were given, subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	$ 1,631.81
Making and repairing rubber dating stamps and type, also other stamps	44.17
Supplying stamping material and wooden boxes, and repairing stamping pads	890.59
Making and repairing post office scales	487.00
Supplying mail bags	1,463.90
Repairing mail bags	1,216.20
Making and repairing mail locks, and supplying mail bag fittings	32.10
Supplying Street Letter Boxes and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes and parcel receptacles	315.96
Making and repairing miscellaneous articles of Postal Stores	3.80
Making up and supplying articles of Official Uniform	303.75

INDUSTRIAL ACCIDENTS, CANADA, DURING THE MONTH OF APRIL, 1908.

Under this heading account is taken of such accidents only, as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 289 individual workpeople in Canada during the month of April, 1908, were reported to the Department of Labour. Of these 105 were fatal and 184 resulted in serious injuries,. In addition, 5 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before April, 1908. The number of fatal accidents reported in April, 1908, was 24 more than in the previous month and 1 less than in April, 1907.

Of 156 returns received during the month giving the ages of the victims of industrial accidents, 22 referred to persons under twenty-one years of age, 39 to persons between twenty-one and forty-five, 9 to persons over 45; 86 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING APRIL, 1908, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed	Injured.	Total.
Agriculture	21	11	32
Fishing and hunting	5	..	5
Lumbering	10	5	15
Mining	7	11	18
Building trades	5	12	17
Metal trades	2	27	29
Woodworking trades	1	11	12
Clothing trades	..	2	2
Food and tobacco preparation	4	5	9
Leather trades	1	1	2
Railway service	32	45	77
Navigation	2	9	11
General transport	2	11	13
Civic employees	5	5	10
Miscellaneous	1	18	19
Unskilled labour	7	11	18
Total	105	184	289

Nature of Fatalities and Accidents.

The chief disasters of the month were the killing of nine workmen and the serious injury to three others in a dynamite explosion at St. Cajétan d'Armagh, Que.; the death by drowning in the Battle River, Alberta, of four construction hands; the killing of four railway labourers, and the wounding of ten others by a snow and land slide near Downey Station, B.C.; the drowning of five fishermen off Lunenburg, N.S., the asphyxiation of two workmen in a well at Winnipeg, Man.; the death by an explosion of dynamite of 2 railway construction hands at Port Daniel, Que.; the drowning of a settler, his wife and child near Athabaska Landing, Alta.; the killing of three miners by an explosion in the "Old Mine" at Canmore, Alta.; the drowning of two settlers in Knee Hill Creek, Alta.; and the death of a settler, his wife and two children in a prairie fire in the Tramping Lake District, Sask.

Dynamite Explosion at St. Cajetan D'Armagh, Que.

A premature explosion of dynamite accurred on April 20th in the construction camp of Messrs. Murdock Brothers on the line of the Transcontinental Railway at St. Cajétan d'Armagh, in the county of Bellechasse, Que., killing nine workmen and seriously injuring three others.

Drowning Accident in Battle River, Alta.

On April 17, four members of a Grand Trunk Pacific railway construction gang while crossing the Battle river on a scow on their way to work, were drowned by the swamping of the vessel.

Fatal Land and Snow Slide at Albert Canyon, B. C.

On April 14, an avalanche of rock and snow occurred in Albert Canyon, B.C., near Downey station, on the Canadian Pacific Railway, and overwhelmed two cars loaded with Japanese workmen, killing four and injuring 10.

Drowning of Fishermen at Lunenburg, N.S.

In the second week of April, five fishermen of the Lunenburg, N.S., fishing fleet lost their lives by drowning through the swamping of their dory.

Asphyxiation in a Well at Winnipeg, Man.

On April 9th, the engineer of the waterworks department of the city of Winnipeg Man., and his assistant, were suffocated by gas in well No. 4 of the city water system. The assistant was in charge at night and evidently went down an air shaft without testing it for gas, according to instructions, and lost his life by asphyxiation; his companion, the engineer, died in an attempt to rescue him.

Explosion at Port Daniel, Que.

On April 14th, at Port Daniel East, County of Bonaventure, Que., two construction hands while at work in a rock cutting on the line of the Quebec Eastern and Western railway were instantly killed and two others dangerously injured by a premature explosion of dynamite.

Tripple Drowning Near Athabaska Landing, Alta.

On April 18th, while a settler and with his wife and child were travelling by dog train on the ice of the Athabaska river the ice broke precipitating them into the stream. They were swept under the ice by the current and drowned.

Explosion in a Mine at Canmore, Alta.

Through a premature explosion which occurred on the morning of April 15th in what is known as the "old mine" at Canmore, Alberta, three miners were instantly killed and four seriously injured.

Drowning at Knee Hill Creek, Alta.

While two settlers were crossing Knee Hill Creek, Alta., with a team and a wagon on April 6th, the ice gave way precipitating them into the water. The current carried them under the ice and they were drowned.

Death of a Family in Prairie Fire in Tramping Lake District, Sask.

On April 23rd, a homesteader, his wife and two children, residing in the Tramping Lake District, Saskatchewan, were surrounded by a prairie fire and were burned to death.

Record by Industries and Trades.

Agriculture.—There were 21 fatal, and 11 non-fatal accidents during April, 1908, compared with 16 killed and 20 injured in the preceding month, and 17 killed and 23 injured in April, 1907. Six farmers were drowned, 5 were burnt to death in prairie fires, 3 were injured by live stock, 2 by being run over, 2 by runaways, 1 by falling in an elevator, 1 by exposure and 1 by being burnt to death by the victim's clothes catching fire from a stove. Of the serious accidents 3 each were caused by tools, by runaways, 2 each by live stock and by falls, and 1 by machinery.

Fishing and hunting.—Five fishermen were drowned off Lunenburg, N.S. In March, 1908, the record was 4 deaths. In April, 1907, there were no accidents.

Lumbering.—There were 10 workmen killed and 5 injured in April, compared with 7 killed and 4 injured in March, 1908, and 8 killed and 15 injured in April of last year. Of the fatal accidents, 4 were due to drowning, 3 to machinery, 1 to a falling log, and 2 to falling trees. Of the minor accidents, 2 each were due to machinery and to falling portions of trees, and 1 to tools.

Mining.—Seven fatalities and 11 serious accidents occurred in April, 1908, against 15 killed and 15 injured in the previous month and 15 killed and 26 injured in April, 1907. Three each of the deaths were caused by falling material and by explosions in mines and 2 by falls. Six workmen were seriously injured by explosions, 2 by being crushed by mine cars, 1 by falling material and 1 by being run over by a car.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 54.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF APRIL, 1908.

Trade or Industry	Locality.	Date.	No.	Cause of Fatality.
Agriculture.—				
Farmer	Kamouraska, Que	Apr. 6	1	Run over by load of logs.
"	Petersbury, Ont	" 1	1	Run over by train.
"	Asbestos, Que	" 9	1	Kicked by a horse.
"	Carbon, Alta	" 8	2	Drowned, team broke through ice on creek.
"	Acton, Ont	" 11	1	Fell down elevator shaft.
"	Fort Assiniboine, Alta	" 13	1	Exposure—lost on trail.
" & family)	Athabaska River, Alta	" 19	3	Drowned, dog train broke through ice.
" "	Tramping Lake, Sask	" 23	4	Burned to death in prairie fire.
"	McLennan's Brook, N.S	" 22	1	Kicked by a horse.
"	Prince Co., P.E.I	" 25	1	In a runaway.
"	Dubus, Sask	" 22	1	Burned to death in prairie fire.
"	Oak River, Man	" 22	1	In a runaway.
Farmer's wife	Hillburn, Sask	" 28	1	Clothing caught fire from stove, injuries proved fatal.
Farmers' son	St. Gedeon, Sask	" 21	1	Drowned, fell into well.
Farm hand	Edjeley, Ont	" 27	1	Kicked by horse.
Fishing and Hunting.—				
Fishermen	Off Lunenburg, N. S	" 15	5	Drowned, vessel wrecked at sea.
Lumbering.—				
Sawmill hand	Lisgar, Que	" 6	1	Fell on circular saw.
"	Fernie, B. C	" 13	1	While trying to slip heavy belt on pulley with 1 inch iron pipe, latter was projected through his body.
"	Lahave, N. S	" 22	1	Drowned, boat capsized.
"	Dunchurch, Ont	" 26	3	Drowned, boat upset while fixing boom.
Logger	Sault Ste Marie, Ont	" 1	1	Logs rolled on him.
"	Greenwood, B. C	" 2	1	Tree fell on him.
"	N. D. du Rosaire, Que	" 7	1	"
Pulp mill worker	Shawinigan Falls, Que	" 9	1	Caught in shafting.
Mining.—				
Miner	Thetford Mines, Que	" 2	1	Rock weighing 200 lbs. fell on him.
"	Canmore, Alta	" 15	3	By explosion in mine.
"	Springhill, N. S	" 22	1	"Horseback" fell on him.
Electrical engineer	Algoma, Ont	" 14	1	Fell 160 ft. down shaft.
Blast furnace hand	Sydney, N. S	" 13	1	Fell from top of furnace 100 ft.
Building trades.—				
Carpenter	Hamilton, Ont	" 11	1	Fell from scaffold, 35 ft.
"	Ancienne Lorette, Que	" 17	1	" "
"	Langton, Ont	" 16	1	A pole fell on him.
Builder's labourer	Montreal, Que	" 2	1	Fell down elevator shaft.
"	"	" 24	1	Part of stone cornice fell on him.
Metal trades.—				
Foundrymen	Toronto, Ont	" 24	1	Caught between traveling crane and piece of iron.
Electrical worker	Brantford, Ont	" 26	1	Fell from roof of power house.
Woodworking trades.—				
Woodworker	Lanigan Man	" 17	1	Caught in belting.
Food and tobacco preparation.—				
Baker	Toronto, Ont	" 6	1	From burns received at a fire.
Pork packer	Winnipeg, Man	" 15	1	Impaled on two hooks.
Butter maker	Valleyfield, Que	" 8	1	Thrown from vehicle into ditch and was drowned.
Cook	Montreal, Que	" 10	1	Fell in elevator shaft.
Leather trades.—				
Farmer	Acton, Ont	" 14	1	Fell 60 ft. in elevator shaft.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 54.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF APRIL, 1908.

Trade or Industry	Locality.	Date.	No.	Cause of Fatality.
Railway service.—				
Engineer	Kenora, Ont.	Apr. 10	1	In derailment of train.
"	Roblin, Man.	" 22	1	Engine rolled over on him.
Brakeman	Derby Jct. N. B.	" 1	1	Head on collision.
"	Regina, Sask.	" 14	1	Run over by engine.
"	Fort William, Ont.	" 22	1	"
Fireman	St. Thomas, Ont.	" 5	1	Fell from bridge.
"	Agassiz, B. C.	" 11	1	Struck by passing object.
Watchman	Michel, B. C.	" 17	1	Struck by train.
Construction hand	Vermillion Bay, Ont.	" 9	1	Struck by boulder from blast.
"	Armaugh, Que.	" 18	9	By explosion of dynamite.
"	Hardisty, Alta.	" 17	4	Drowned, scow upset in Battle River.
"	Albert Canyon, B. C.	" 17	4	Killed in a snowslide.
"	Port Daniel, Que.	" 16	2	Explosion of dynamite.
Yardman	Regina, Sask.	" 21	1	Run over by cars.
"	Fernie, B. C.	" 25	1	Struck by engine.
Section foreman	Brampton, Ont.	" 23	1	Rail crushed foot, died of pyenia.
Sectionman	Cobourg, Ont.	" 2	1	Struck by train.
Navigation.—				
Stevedore	Halifax, N. S.	" 25	1	Struck by falling bags of sugar.
Sailor	Off. Victoria, B. C.	" 25	1	Drowned, swept overboard.
General transport.—				
Liveryman	St. Thomas, Ont	" 24	1	Kicked by horse.
Teamster	New Glasgow, N. S.	" 23	1	Thrown from vehicle, neck broken.
Civic employees.—				
Policeman	Montreal, Que.	" 6	1	Shot dead, trying to arrest prisoner.
"	Frank, Alta.	" 12	1	Shot while on duty.
Waterworks engineer	Winnipeg, Man.	" 9	1	Asphyxicated in well.
" asst	"	" 9	1	"
Civic foreman	Victoria, B. C.	" 24	1	By electric shock while repairing wires.
Miscellaneous.—				
Florist	Ottawa, Ont.	" 24	1	Fell striking concrete floor with head.
Unskilled labour				
Labourer	Toronto, Ont.	" 1	1	Run over by train.
"	Brampton, Ont.	" 9	1	Fell 25 ft.
"	Toronto, Ont.	" 24	1	Chimney fell on him.
"	Sherbrooke, Ont.	" 1	1	Fell from train.
"	Magog, Que.	" 26	1	Run over by train.
"	Toronto, Ont.	" 28	1	Cave in of drain.
"	Thetford Miners, Que.	" 30	1	Fell 150 ft into asbestos pit.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN APRIL.

Farmer	Moosejaw, Sask.	March 30	1	Run over by train at crossing.
"	Delmer, Ont.	" 31	1	Derrick fell on him.
Matte loader	Copper Cliff, Ont.	" 23	1	Run over by mine train.
Machine runner	Cobalt, Ont.	" 25	1	By explosion of dynamite.
Woodworker	Warton, Ont.	" 30	1	Struck by board projected from saw.

Building trades.—There were 5 deaths by accident in this group, and 12 workmen injured in April, 1908, compared with 2 killed and 6 injured in March last, and 12 injured in April, 1907. Two each of the deaths were due to falls from scaffolds and to falling material, and 1 to a fall in an elevator shaft. Five of the injuries were due to falling material, 3 to falls from scaffolds, and 4 to falls in other ways.

Metal trades.—There were 2 workers killed and 27 injured during April, as against 4 killed and 34 injured in the month before, and 1 killed and 41 in-

jured in April, 1907. Being struck by a crane killed 1 workman, and a fall from the roof of a house the other. Eleven of the injuries were caused by machinery, 6 by falling material, 3 by flying material, 2 each by electric shock, by falls and by molten metal, and 1 by an explosion of gasoline.

Woodworking trades.—One workman was killed by being caught in belting in April, and 11 others were injured. The record for March last, was 1 killed and 19 injured, and for April, 1907, 8 injured. Nine of the 11 injuries were due to machinery and 2 to falling material.

Clothing.—Two minor accidents caused by machinery occurred in April; there were 3 accidents in the preceding month and 1 accident in April, 1907.

Food and tobacco preparation.—The record in these trades for April was 4 fatalities and 5 non-fatal accidents, compared with 1 killed and 5 injured in March, 1908, and 1 killed and 7 injured in April, 1907. Burns received at a fire, being impaled on a meat hook, a fall from a vehicle and a fall in an elevator caused 1 death each, while 2 workmen were injured by falls in elevators and 1 each by tools, by a fall, and by escaping steam.

Leather trades.—A tanner at Acton, Ont., fell down an elevator shaft and was killed, and a trunk maker in Berlin, Ont., cut off part of his finger with a saw. There were 2 injuries in March and no accidents in April, 1907.

Railway service.—There were 32 employees killed and 45 injured during April, 1908, compared with 26 killed and 23 injured in March, 1908, and 24 killed and 17 injured in April, 1907. Of the 32 deaths, 12 were due to explosions of dynamite, 4 each to being run over, to drowning and to being killed in snow or rock slides, 2 each to derailments and to being struck by a train, and 1 each to a collision, to a fall, to being struck by a passing object and to falling material. Of the other accidents, 11 each were due to explosions of dynamite and to being injured in avalanches; 8 to collisions, 4 to falls, 2 each being caught between cars, to falling material, to explosions, to machinery, and to being run over, and 1 to a derailment.

Navigation.—Two fatal and 9 non-fatal accidents occurred in April in this group, compared with 3 killed and 6 injured in the month before and 5 killed and 4 injured in April, 1907. One of the fatalities was caused by falling material and the other by drowning. Five of the minor accidents were caused by falling material, 3 by falls and 1 by being struck by a vehicle.

Transport.—There were 2 killed and 11 injured in April; in March there was 1 killed and 7 injured and in April, 1907, 4 killed and 16 injured. One of the deaths was due to the kick of a horse and 1 to being thrown from a vehicle. Live stock and runaways caused 4 serious accidents each, a fall, 2; and being run over 1.

Civic employees.—Five deaths and 5 serious accidents occurred among these workers in April, compared with 1 killed, and 2 injured in March last, and 3 serious accidents in April, 1907. A policeman in Montreal, Que., and another at Frank, Alberta, were shot dead while on duty, 2 water works employees in Winnipeg, Man. were asphyxiated by gas in a well and a civic foreman at Victoria, B.C., was electrocuted. Gunshot wounds were responsible for 2 minor accidents, falling material for 2 others, and being struck by a car for 1.

Miscellaneous.—In this class a florist in Ottawa, Ont., was killed by a fall in April, and 18 other workmen were injured. In the preceding month the record was 1 killed and 13 injured, and in April of last year 5 killed and 19 injured. Six of the injuries were caused by machinery, 3 each by falls and by elevators, 2 by an explosion of a boiler and 1 each by falling material, by being caught in a burning building, by being run over and by hot glass.

Unskilled labour.—There were 7 killed and 11 injured compared with 5 killed and 12 injured in March, and 2 killed and 11 injured in April, 1907. Falls killed 3, railway accidents 2, falling materials 1 and gas in a well 1. Four of the injuries were due to falling material, 3 each to cave-ins and to machinery, and 1 to being run over.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR IN CANADA—FIRST QUARTER, 1908.

IN the accompanying statistical table detailed information is presented relating to changes in rates of wages and hours of labour reported to the Department of Labour as having gone into effect during the first quarter of the present calendar year, including the months of January, February and March, 1908.

The General Result.

Though a number of important increases went into effect during the quarter, the general level of wages in the less skilled branches was somewhat lower than at the corresponding period of 1907. Railway construction contractors were obtaining a plentiful supply of men at from $1.50 to $1.75 per day; in the lumber camps of British Columbia rates were somewhat lower owing to inactivity in the industry, and at Cobalt, Ont., a number of miners had their schedules decreased. Unskilled labour generally commanded a lower rate than in the preceding winter, owing to the number out of work as a result of the financial stringency, though farm labourers with the approach of spring commanded high wages, owing to the prevailing scarcity of hands. In the manufacturing industry the downward tendency noted during the autumn of 1907 was continued, and rates in several large establishments were reduced from 5 to 10 per cent. On the other hand, the upward tendency among railway employees, which was so marked a feature of 1907, was continued, telegraphers on the Grand Trunk and Canadian Northern railway systems receiving a material advance. Civic employees also at several points obtained a higher scale. In other branches the rates established in 1907 were well maintained.

Changes by Industries and Trades.

The following is a statement of the changes in wages and hours of labour reported to the Department as having gone into effect during the first quarter of 1908, according to the several industries and groups of trades affected:

Agriculture.—Wages of farm labourers were somewhat lower during the winter months than at the corresponding period of 1906–07, as a result of the comparatively large amount of unemployment. With the approach of spring, however, the tendency was upward, and in the Northwest provinces and in sections of Ontario and Quebec a scarcity of help was experienced for the work of ploughing and seeding. Wages on the whole were on about the same level as at the corresponding period of 1907.

Fishing.—About 150 deep-sea fishermen employed by the New England Fish Company at Vancouver, B.C., received a new schedule dating from January 1. The company had previously been paying one cent per pound for all fish weighing 12 pounds and over, and half a cent per pound for all fish under 12 pounds in weight. Under the new schedule the men will be paid one cent per pound for fish of any weight. As only about 8 or 10 per cent. of the fish taken run under 12 pounds in weight the change in earnings is not material.

Lumbering.— mployees in lumber camps in British Columbia were receiving somewhat lower wages during the opening months of the present year than in 1907. The prevailing schedule, as fixed by the British Columbia Loggers' Association was as follows:—(1)

Monthly men with board included.—Per month—Chef (large camp), $65; white cooks, $60; flunkey, $30; man and wife as cook and flunkey, $80; Chinese cook, first, $35; Chinese cook, second, $35; string teamster, $70; teamster (two horses), $40; signal boy $20.

Daily men, board $5.25 per week.—Per day—Blacksmiths, $3; blacksmith's helper, $2; boom man, first, $3; boom man, second, $2.50; greaser, $2.25; faller,

(1) For rates prevailing during 1906 and 1907 see issues of *Labour Gazette* for December, 1906, page 586 and for April, 1907, page 1051.

CHANGES IN RATES OF WAGES AND HOURS OF

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Mining—				
Employees McKinley-Darragh Mines	Cobalt, Ont	120	Jan. 2	Wages reduced*
Employees Temiscaming & Hudson Bay Mining Co.	Cobalt, Ont	50	Feb.	Wages reduced‡‡
Printing and allied trades—				
Printers	Quebec, Que	100	Jan. 20	Wages increased 15%‡
Clothing trades—				
Tailors	Kingston, Ont	90**	Feb. 1	Piece work, prices increased 15%; hours reduced 1 per day
Civic employees—				
Waterworks' department	St. John, N.B.	14	Jan. 1	Wages increased***
Employees	Niagara Falls, Ont	9	Jan.	Wages increased.***
Foremen	London, Ont	30	Jan.	Wages increased.***
Policemen	Brantford, Ont	14	Mar. 1	Wages increased 15 cents per day.†
Railway employees—				
Telegraphers	G.T.R. Co	500	.....	Wages increased.††
Telegraphers	C.N.R. Co	300	.....	Wages increased 14%
General Transport —				
Snowhaulers	Ottawa, Ont	85	Feb.	Wages increased from 20 to 25 cents per load.
Elevator men	Ottawa, Ont	26	Mar. 27	Wages increased $5 per month

* See the *Labour Gazette* for February, 1908, pages 938–9.
‡‡ See the *Labour Gazette* for March, 1908, pages 1078–9.
** Including 65 females.
‡ See *Labour Gazette* for February, 1908, page 998.

first, $3.50; faller, second, $3; undercutter, $3.50; bucker, $3; wood cutter (roader), $2.50; wood splitter, $2; head skidder, $3.25; skidroad man, $2; swamper, $2.50; donkey engineer, $3.25; donkey fireman, $2.50; hook tender, $4; rigging slinger, $3; chaser for yarder, $3; chokerman, $3; signalman, $2.25; sniper, $2.50; barker, $2.50; knotter, $2.50; line horse man, $2.50; dog-up man, $2.50; P. F. man, $3.25.

At St. Romuald, Que., 150 mill hands had their wages reduced.(2)

Mining.—A new agreement datin from January 6th was signed between th Dominion Coal Company of Nova Scoti and its employees during March as a re sult of an investigation by a board unde the Industrial Disputes Investigation Act The agreement involved a reduction i the rates for pillar work, but certain othe classes of work received increased pay.(3

At Cobalt, Ont.—Wages of employee in certain of the mines were downward In the case of two mines, namely, th McKinley-Darragh mine and the Temis

(2) A detailed statement of the settlement of the differences between the company and its employees, together with the text of the agreement effected was published in the *Labour Gazttes* for April, 1908, pages 1,222–5.

(3) For full details as to the proceedings under the a and the arrangement effected see *Labour Gazette* for Fe ruary, 1908, page 938 and for March, 1908, page 1078.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES SERIES E., No. 2.

ABOUR DURING THE FIRST QUARTER OF 1908.

ESTIMATED RATE OF WAGES PER WEEK.		ESTIMATED HOURS OF LABOUR PER WEEK.		CHANGE IN WAGES PER HEAD PER WEEK.		CHANGE IN WORKING HOURS PER HEAD PER WEEK.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT.
Before Change.	After Change.	Before Change.	After Change.	Increase	Decrease.	Increase	Decrease	
*	*	.....	.....	.....	*	.....	.....	By award of Board under the Industrial Disputes Investigation Act.*
††	††	.....	.....	.....	††	.....	.....	By award of Board under the Industrial Disputes Investigation Act.*
‡	‡	.....	.....	‡	.....	.....	.....	By mutual agreement.
$10–$15	$11–$16	60	54	$1.00	.....	.....	6	By agreement after a strike.
.....	.....	.....	.....	$1–$1.80	.....	.....	.....	By voluntary concession.
.....	.....	.....	.....	$1–$4.40	.....	.....	.....	By voluntary concession.
.....	.....	.....	.....	.....	.....	.....	.....	By voluntary concession.
.....	.....	.....	.....	.90	.....	.....	.....	By voluntary concession.
‡	‡	.....	.....	‡	.....	.....	.....	After reference under Industrial Disputes Investigation Act, 1907.
.....	.....	.....	.....	.....	.....	.....	.....	By mutual agreement.
.....	.....	.....	.....	$3.60	.....	.....	.....	After a strike.
$12.50	$13.75	.....	.....	$1.25	.....	.....	.....	By voluntary concession.

*** See statement in accompanying article.
† See the *Labour Gazette* for March, 1908, page 1060.
†† See the *Labour Gazette* for February, 1908, pages 951–3.

ming and Hudson Bay mine, the reduction was opposed by the employees and the matter referred for adjustment under the Industrial Disputes Investigation Act.(1)

Manufacturing, metal and woodworking trades.—The downward tendency which was noted during the closing months of 1907 was continued during the first quarter of 1908. Wages in a number of manufacturing establishments in different branches of the industry were reduced from 5 to 10 per cent. during January and February. Among specific instances of reductions, information concerning which was received at the Department, mention may be made of the following: At Amherst, N.S., 1,000 employees of Rhodes, Curry & Company had their wages reduced by 10 per cent. At Brantford, Ont., iron moulders, machinists, woodworkers, blacksmiths, grinders, labourers, etc., to the number of 580 employed by the Massey-Harris Manufacturing Company were similarly reduced. At Guelph, Ont., piano plate moulders (20) had their wages reduced 8 per cent. At Berlin, Ont., the employees in a number of establishments had their wages reduced from 10 to 15 per cent. In Chatham, Ont., a

(1) For detailed statement as to nature of reduction see *Labour Gazette* for April, 1908, page 1014.

cut of 10 per cent. was made in the wages of 300 factory employees.

Railway construction.—Wages of railway construction hands were somewhat lower during the opening months of the year than at the corresponding period of 1907, though skilled workmen remained on about the same level. Drillers, muckers and labourers were being paid from 15 to 17½ cents per hour during January in certain camps east of Winnipeg, Man., whereas the rate last year was from 17½ to 20 cents per hour. In New Brunswick also the rate was reduced from 16 to 15 cents per hour in certain districts.

Railway employees.—Telegraphers in the employ of the Grand Trunk and of the Canadian Northern Railway Companies received a substantial increase in wages. The increase in the case of the Grand Trunk employees was granted a reference under the Industrial Disputes Investigation Act.(5) It was estimated that the increase would involve an additional expenditure of $27,000 per annum. The increase granted to the employees of the Canadian Northern Railway Company amounted to 14 per cent. and was dated from November 1, 1907.

General transport.—Teamsters employed hauling snow by the Ottawa Electric Railway Company obtained an advance of from 20 to 25 cents per load after a strike. The men made a minimum of 12 trips per day, so that the advance was to 60 cents per day. Elevator men in the employ of the Dominion government had their wages increased $5.00 per month.

Printing.—From January 20, 1908, a new agreement went into effect between Typographical Union No. 302 of Quebec, Que., and the master printers of that city. The agreement involved an increase of approximately 15 per cent. in the wages of hand and machine composition. (6)

Clothing.—At Kingston, Ont., some 25 male and 65 female tailors obtained an increase of 15 per cent. in piece work prices from February 1. The increase was estimated to amount on the average to $1.00 per week. A reduction in hours of one per day was also granted.

Food and tobacco preparation.—An agreement between the Brewery Workers' Union and the Master Brewers' Association of Toronto, Ont., was concluded during March under which an advance of 25 cents per week will take effect in 1909, wages remaining unchanged during the present year. (7)

Civic employees.—At St. John, N.B., 14 employees of the water and sewerage department had their wages increased from January 1 as follows:

No. of Employees.	Old Scale per Week.	New Scale per Week.
2	$13.20	$15.00
2	10.50	12.00
5	10.00	12.00
2	11.00	12.00
1	10.00	11.00
2	9.00	10.00

The assessment clerk at St. John, N.B. had his salary increased from $1,000 to $1,100 per annum and another clerk from $600 to $720.

At Niagara Falls, Ont., the following increases were granted to employees of the municipality:

Classes.	No.	Old Scale Per Annum	New Scale Per Annum
Tax collector	1 male	$600.00	$650.00
Collector of electric light rates	1 "	600.00	780.00
Electric light trimmer	1 "	660.00	720.00
Cemetery Supt.	1 "	600.00	720.00
Driver, fire dept.	1 "	600.00	660.00
Clerk of water commission	1 female	300.00	520.00
Mayor	1 male	400.00	500.00
Waterworks' engin'rs	2 "	400.00	500.00

The members of the police force at Brantford, Ont., were granted an increase averaging 15 cents per day from March 1. (8)

Civic firemen at London, Ont., had their wages increased as follows:

Classes.	No.	Old Scale Per Annum	New Scale Per Annum
Chief	1	$1,400.00	$1,500.00
Assistant chief	1	950.00	1,000.00
Foremen	3	750.00	866.00
Truck foreman	1	750.00	866.00
Assistant foremen	5	675.00	791.00
1st engineer	1	745.00	795.00
2nd engineer	1	675.00	791.00
Firemen	17	650.00	766.00

(5) See *Labour Gazette* for February, 1908, page 951 for statement of award, wages scale, etc.

(6) The full text of this agreement was published in the *Labour Gazette* for February, 1908, at page 998.

(7) For further statement re terms of this agreement see *Labour Gazette* for April, 1908, pages 1199–1211.

(8) A copy of the new scale was published in the *Labour Gazette* for March, 1908, at page 1060.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were ceived at the Department of Labour during April, 1908.

DOMINION REPORT.

Agricultural Statistics.

Census and Statistics. Bulletin V. Agricultural Cen- ts of Ontario, Quebec and the Maritime Provinces, 1907. ttawa, King's Printer, 1908. Pages, 52.

DURING the summer months of 1907 a census of farm land, field crops nd live stock of Ontario, Quebec and the Iaritime Provinces was taken by the)ominion Census and Statistics Office, ith the assistance of the Ontario Bureau f Industries for the Province of Ontario. n the five provinces covered by the cen- us, it was found that the quantity of rm land cleared amounted to 26,897,437 cres, representing 54.30 per cent. of the cres occupied. There were 17,489,806 cres planted in crops, and 480,124 acres id out in orchards and gardens. The rgest crop was that of oats, of which here were 142,545,562 bushels, grown on ,948,634 acres. The next in quantity as barley, of which there were 25,206,- 74 bushels, grown on 901,006 acres. here were 15,644,179 bushels of fall heat and 5,570,827 of spring wheat. The eturns for live stock showed that in the ive provinces there were 1,240,171 orses, 2,353,456 milch cows, 2,833,762 ther cattle, 3,006,234 swine, and 20,565- 80 poultry.

The bulletin also contains statistics aken during the census of 1901, but as hese were collected at the end of the inter they do not afford a good basis for omparison.

Civil Service of Canada.

Civil Service Commission, 1908. Report of the Com- issioners. Ottawa: King's Printer, 1908. Pages, 275.

The report of the Commissioners ap- ointed to inquire into the operation of he Civil Service Act and kindred legisla- ion contains a number of important ecommendations for the improvement of he public service. With regard to sal- ries the Commissioners consider that Deputy Ministers should receive not less than $5,000 a year, that the annual increases should be adjusted as much as possible to the varying ability and efficiency of each officer, and that it should be possible to give an annual increase of $100. It is recommended that the departments be allowed to appoint junior clerks at $700 per annum, instead of being limited to $500, that the temporary clerks, who are now employed continuously be grouped into a "writer class", and that as vacancies occur in the higher divisions, a duly qualified member of this class should have an opportunity to advance to a higher grade. It is suggested that it is advisable to grant increases in salary to deserving officials both in the inside and outside service, and that for eastern Canada such increases might be at the rate of 15 per cent. For officials whose salaries are under $1,500, and 12½ per cent. for salaries above that rate, and that for the western provinces, these scales should be 25 and 20 per cent. to the same proportion of incomes.

A draft act was submitted by the Commissioners to take the place of the Retirement Act, providing for the superannuation of Civil Servants, and the payment of pensions to their widows and children under certain restrictions.

ONTARIO REPORTS.

Railways of Ontario.

Second Annual Report of the Ontario Railway and Municipal Board to December 31st, 1907. Toronto, King's Printer, 1908. Pages, 342.

In the Second Annual Report of the Ontario Railway and Municipal Board, for 1907, attention is called to the confusion with regard to the jurisdiction of the Board, by reason of the fact that several electric railways incorporated by acts of the Ontario legislature have been declared by Dominion legislation to be for the general advantage of Canada. It is suggested that a conference should be held between the Dominion and Ontario governments, with a view of arriving at some understanding which will put all the

electric railways under the jurisdiction of the Ontario Board. Specifications are given in the report fixing the standard requirements of municipal telephone systems. Returns of accidents were furnished by all the railways under the jurisdiction of the Board. The tabulated statement based on these returns shows that 32 persons were killed and 320 injured by accidents on these railways during 1907.

Technical Education.

Annual Report of the Inspector of Technical Education, 1907, being Appendix Q to Report of Minister of Education, 1907. Toronto, King's Printer, 1908. Pages, 251.

In the Report of the Inspector of Technical Education of Ontario an account is given of the work carried on in the manual training centres, household science centres and art schools in the province. Manual training is taught in 41 schools, where about 10,000 boys receive weekly instruction. Household science is taught in 26 public schools as well as in a number of private schools and colleges, more than 6,000 girls receiving weekly instruction in this subject. The only art schools in the province are those in Hamilton and Toronto.

During the year an attempt was made to obtain from prominent labour organizations and manufacturers their opinions on technical education. The replies of six employers are published, all strongly advocating the establishment of a system of technical education. No opinions on the subject were received from the trade unions, those who replied saying that the subject was under consideration. In order to set forth the views of employees as fully as possible, the opinions of a number of prominent trade unionists are given, which were furnished in 1906 to the National Society for the Promotion of Industrial Education of the United States. These opinions are with one exception in favour of technical education conducted by the State, but privately conducted trade schools are opposed, on the ground that as a rule the advocates are men who employ cheap or non-union labour.

UNITED STATES REPORT.

Industrial Condition of Maine.

Twenty-first Annual Report of the Bureau of Industrial and Labour Statistics for the State of Maine, 1907. Augusta, Maine. Pages, 520.

The first portion of the Report of the Massachusetts Bureau of Industrial and Labour Statistics for 1907, contains a reprint of an article by the Hon. Carroll D. Wright on "The Value and Influence of Labour Statistics." This is followed by a list of factories, mills and shops built in Massachusetts during 1907, and a statistical account of labour organizations in this State. Among other important subjects dealt with in the report are the following:—"Women and Children in Sardine Factories," "Women Wage Workers in Portland," "School Teachers," and "Opportunities for New Industries."

OTHER REPORTS RECEIVED.

Ontario.—Feeble minded in Ontario Second Report and Census by Dr. Helen MacMurchy, Toronto; King's Printer 1908. Pages, 31.

Annual Report of the Inspector of Division Courts for the Province of Ontario for the year 1907. Toronto: Kings Printer, 1908. Page, 63.

Great Britain.—Supplement to the Annual Report of the Chief Inspector of Factories and Workshops for the year 1906 I.—Returns of persons employed in 190 in Non-Textile Factories. II.—Summary of Annual Reports of Medical Officers of Health for 1906.

Reports of the Chief Registrar of Friendly Societies for the year ending 31s December, 1906. Part A.—Appendi (N.). Sections IV, VI, VII. Part B Industrial and Provident Societies.

United States.—The Law of Labour in Wisconsin. By William J. Hagenah Compiled for the Wisconsin Bureau of Labour and Industrial Statistics.

Connecticut Labour Bulletin, No. 2 March, 1908.

Belgium.—Office du Travail et Inspection de l'Industrie. Monographies Industrielles. Groupe VI. Industries du Caoutchouc et de l'Amiante.

Germany.—Protokolle uber die Ver handlungen des Beirats fur Arbeitersta tistik. Verhandlungen Mr. 20.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

QUEBEC CASES.

Large Damages for Loss of Foot.

Plaintiff, a motorman in the employ of the defendants, brought action in the Superior Court at Hull to recover damages for personal injuries sustained by him in the course of his employment, owing to alleged negligence of defendants. Plaintiff was in charge of a car when, on the night of December 10th, 1906, it crashed into a sweeper near Deschenes, with the result that he lost a foot. He claimed $15,000. For the defence it was claimed that plaintiff was running his car at too great a rate of speed while nearing Deschenes, that he should have been alert as to the presence of other cars ahead, and that, as he knew the sweepers were in operation, he should have been on the watch for them. On plaintiff's behalf it was contended that there were block-lights near the station for the purpose of guiding the railway officials in their duties. These lights were the basis of judgment as to whether to go ahead or wait. In this case the evidence went to show that these lights were not in operation. The presiding judge at the trial found that damages to the extent of $12,000 had been sustained, but as the plaintiff admitted that his car was exceeding the speed limit, and therefore there was contributory negligence, he halved the amount and awarded $6,000.

(Clement v. Hull Electric Railway Co.; 3rd April, 1908; Curran, J.)

Damages for Wrongful Dismissal.

Plaintiff brought action in the Superior Court at Montreal, claiming $500 damages for wrongful dismissal. She was matron of the St. Andrew's Home and was discharged without notice. The contract under which she had been engaged demanded a notice of three months from either party desiring to end it. Defendants alleged that plaintiff had broken the contract in taking her husband into the Home, and for other causes. A jury awarded plaintiff $165 as damages on the basis of $25 a month salary and an allowance of $30 per month for the board of herself and child for the three months notice to which she was entitled.

(Moore v. St. Andrew's Society; 2nd April, 1908; Hutchinson, J.)

Jury finds no Injury.

Action to recover $1,999 damages for personal injuries alleged to have been sustained by plaintiff in the course of his employment by defendants, owing to their negligence. Plaintiff, a labourer employed in the foundry of defendants, alleged that he had been ordered by the foreman to lift a heavy iron plate, and in trying to do so he had injured himself internally. After hearing the evidence, the jury deliberated for about five minutes, and returned a verdict unanimously answering "No" to the first question put to them, which asked whether plaintiff, while at his work in the employ of the company, on July 10th, 1907, had suffered injury as a result of a violent effort. The jury did not consider it necessary to answer any further questions. The Court agreed with them and dismissed the action.

(Komaniuk v. Dominion Car Foundry Co.; 26th March, 1908; Archibald, J.)

Damage Action Dismissed.

An action to recover $976 damages for personal injuries sustained by plaintiff in the course of his employment with defendants has been dismissed in the Superior Court at Montreal, the Court finding that the accident, which occurred while plaintiff was attending to a boiler for defendants, was due to plaintiff's own fault and negligence, and that his employers could not be held responsible for it.

(Lanouette v. Librarie Beauchemin, Limited; 26th March, 1908; Charbonneau, J.)

Breach of Contract of Apprenticeship.

In the Recorder's Court at Montreal recently, a case of a master against his apprentice for quitting his employment

was heard. The defendant was apprenticed to the complainant by a written agreement, but claiming that he had been ill-treated by one of his master's foremen he left his work and refused to go back when his master sent for him. In rendering judgment, the Recorder said that the young man had not the right to break his contract for the reason given, and he was ordered to go back to work. If he complies with the order sentence will be suspended; but if not, the matter will be dealt with on its merits.

(Grothe v. Lemieux; 27th March, 1908; Dupuis, Recorder.)

Grand Jury Ignores Bill for Manslaughter.

In connection with the case noted at page 1150 of the March number of the *Labour Gazette*, under the heading of "Inquest re Symonds, William" F. Bottomley, the G. T. R. conductor who was found responsible for the accident, was arrested on a warrant charging him with manslaughter, and, after a preliminary hearing in the Police Court, at which the same evidence as was given at the inquest was heard, was committed for trial at the spring sittings of the King's Bench Criminal Side. On the case coming on for consideration by the Grand Jury, they found "no bill," and the accused was discharged.

(Rex v. Bottomley; 3rd March, 1908; Lavergne, J.)

Damages for Death of Husband.

An action was brought in the Superior Court at Sherbrooke by the widow of Samuel Lemay, a car repairer in the employ of defendants, who was killed in the company's yards last November by being crushed to death through the train crew failing to observe the signal from the car which he was repairing. The plaintiff claimed $6,000 damages for herself and two minor children. The action was tried before a jury, which found that the members of the crew of the train which caused the death of Lemay were guilty of negligence, and that the accident could easily have been avoided if the two brakemen had been more prudent. They awarded the sum of $4,000 as damages, of which $3,000 was to the widow and $1,000 to be distributed between the two children.

(Lemay v. C.P.R.; 3rd April, 1908; Demers, J.)

Action for Damages Dismissed

An accident arising under peculiar circumstances gave rise to an action in the Superior Court at Montreal, which was recently disposed of. Plaintiff, on the 18th of July last, visited the Point St. Charles shops of the defendants for the purpose of obtaining employment. The foreman who hired the labourers was at that time stationed on top of a pile of coal alongside the tracks. Plaintiff climbed up, and while returning after being engaged, the vibration caused by a passing train caused the coal to slide, and the plaintiff was carried down with it in such a way that his foot was caught by the wheels of the train and so crushed that it had to be amputated. He claimed that the accident was due to the negligence of defendants, alleging that the path he was following when the collapse occurred was the regular path, and that the defendants should have taken the necessary precautions to protect pedestrians who used it. He sought to recover $3,314 as damages for his injuries. The jury which tried the case, however, found that there had been no negligence on the part of defendants, and the action was dismissed.

(Pelegrino v. G.T.R.; 10th April, 1908; St. Pierre, J.)

Death Due to Fall of Rock.

Plaintiff, the widow of Charles Newman, brought suit in the Superior Court at Sherbrooke to recover damages for herself and six minor children for the death of her husband, occasioned, as she alleged, by the negligence of defendants. Deceased was working in one of the mines belonging to defendants on the 28th February, 1907, and while so engaged, was struck by loose ground and rock which fell on him, causing such injuries as resulted in death. Plaintiff contended that deceased was not accustomed to do the work which he was set to do, and that his death was caused by the fault and negligence of the defendants. Deceased was 34 years of age, and the sole support of his wife and children. Defendants denied the allegations of plaintiff, and further alleged that deceased had been employed by them for a period of 11 years, and was well accustomed to do the work

he was ordered to do; that it was the duty of deceased to examine for loose material before starting work and report same to the foreman; that on this occasion deceased knew there was loose material at the place where he was killed; that he went to work voluntarily, knowing the risk involved, and that the accident was caused by his own negligence. By her action plaintiff claimed $10,000 as damages. After a reservation of judgment after the trial, the presiding judge awarded the sum of $1,500 damages.

(Newman v. Nichols Chemical Co.; 14th April, 1908; Hutchinson, J.)

Damages Limited to Amount Limited by Workmen's Compensation Act.

Action by the father and mother of John H. Parker, who in his lifetime was a brakeman in the employ of defendants, and who was killed on the 16th August, 1907, while at work in the performance of his duty in the yards of defendants at Montrose, near Niagara Falls, to recover damages for his death. The action was brought both at common law and under the Workmen's Compensation Act, and the jury found the defendants guilty of negligence which occasioned the death, and they assessed the damages at $2,500, apportioning the amount $1,500 to the mother and $1,000 to the father. The action was tried at the Welland Assizes, and judgment was reserved as to the question whether recovery could be had at common law or solely under the Workmen's Compensation Act. In giving judgment, the presiding judge said: "I am of opinion that the right of recovery is limited to the right under the Act. There was not any satisfactory evidence of the amount of the estimated earnings of the deceased, or of any person in the same grade employed during those years in the like employment, within this province, so the damages must be limited to $1,500. If the deceased really earned a larger sum, it should have been established. The bald statement by the father that the deceased made $90 a month if he worked full time, or words to that effect, is not sufficient." Judgment was ordered to be entered for plaintiffs for $1,500 with costs, apportioned $900 to the mother and $600 to the father.

(Parker v. Michigan Central Railway Co.; 30th March, 1908; Britton, J.)

New Trial Ordered in Damage Action.

In the case noted at page 111 of the July, 1907, number of the *Labour Gazette*, an appeal was taken by defendants from the verdict and judgment at the trial, contending that the evidence did not show the cause of death, and that there was no irresistible inference from the facts proved that it was due to the negligence found by the jury. The manner of deceased's death was thus described in the statement of claim: "The deceased was on duty on a locomotive preparing to make his regular run, and was standing near the injector on the right side of the locomotive in the station yard at Edmonton, Alta., when without any warning, the union connecting the right-hand steam-pipe to the right hand injector-broke, filling the cab of the locomotive with live steam and causing the deceased to jump back. In doing so, the throttle, which was defective, was thrown open, and, as the locomotive was set for back motion, it started backwards at great speed. The deceased then tried to shut off the main valve of the injector, but was prevented from doing so by the escaping steam. There being no driver-brake on the locomotive, the deceased, in order to stop the locomotive, climbed to the rear end of the tender, and in attempting to open the angle-cock to set the air-brake, he fell and was killed." A new trial of the action was ordered.

(Woolsey v. Canadian Northern Railway; 21st April, 1908; Court of Appeal.)

BRITISH COLUMBIA CASE.

Damages for Injuries Owing to Defective Appliances.

Plaintiff, a carpenter, brought action to recover damages both at common law and under the Employers' Liability Act from defendant, a contractor, for personal injuries sustained in the course of employment while working on the erection of a building at Vancouver.

Plaintiff alleged that on the 18th September, 1907, he was working on a beam in the building, when a loaded derrick swung and the boom struck the braces of the beam with such force that the impact knocked him backwards and he fell to the ground, receiving such injuries as to permanently incapacitate him from following any remunerative employment, or his work as a carpenter. He claimed damages on the ground that the tackle holding the beam was insufficient and that defendant failed to provide signals between the engineer and the workmen, so that they would know of the movements of the derrick. He also alleged that the defendant failed to provide proper scaffolding around the place where he worked, and did not employ an experienced man to work the winch. The defence, after a general denial of these allegations, set up that the accident was due to contributory negligence on the part of the plaintiff in failing to notify his employer of any danger to himself in his surroundings, and further, that plaintiff never informed defendant of the nature of his injuries, or notified him that he was going to commence action against him. The jury awarded plaintiff $3,500 damages under the common law.

(Baker v. Young; 16th March, 1908; Clement, J.)

ENGLISH CASES.

Expense of Seamen being sent to port of Shipment.

By Section 186 of the Merchant Shipping Act, 1894, where the service of any seaman belonging to any British ship terminates at any port out of Her Majesty's dominions (2) the master shall, besides paying the wages to which the seaman is entitled, either "(*a*) provide him with adequate employment on board some other British ship bound to the port in Her Majesty's dominions at which he was originally shipped, or to a port in the United Kingdom agreed to by the seaman or (*b*) furnish the means of sending him back to some such port."

Seamen agreed to serve on a British ship on a voyage from Newport, Wales, to Malta, and to end at a final port of discharge in the United Kingdom or Continent of Europe between the Elbe and Brest inclusive; and it was agreed that when the seamen were discharged on the continent as above the master should furnish the means of sending them back to the nearest port in the United Kingdom served by regular steamers, and the seamen agreed to such nearest port as the port in the United Kingdom to which they might be so sent back. The voyage ended at Hamburg, and the crew were discharged, and the master paid the expense of sending them to Hull, which was the nearest port served by regular steamers. The seamen claimed that they were entitled to the expense of conveyance to Newport, the port of shipment. At the trial, the presiding Judge, Bray, J. held that "the port agreed to by the seaman" meant a particular defined home port, and not one of several ports which the master might select by terminating the voyage at a particular port on the Continent; that the agreement, therefore, contained a stipulation which was inconsistent with the provisions of S. 186, and the stipulation was void under S.156 of the Act; and that the seamen were entitled to the expense of being sent back to Newport. On an appeal by defendants, the Court of Appeal held that the agreement that the seamen should be sent back from the port of discharge to the nearest port in the United Kingdom served by regular steamers was not inconsistent with the provisions of S. 186 of the Act, and that the seamen in consequence were not entitled to the expense of conveyance to the port of shipment, and allowed the appeal.

(Attorney-General v. Fargrove Steam Navigation Co.; 12th March, 1908; Court of Appeal.)

THE

LABOUR GAZETTE

JUNE, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF MAY, 1908.

I.—GENERAL SUMMARY.

At the present season in Canada the immediate future of industrial and trade conditions usually depends largely upon the crop prospects of the year. This was true to a special degree during the past month. The reaction which resulted from the money stringency last autumn has been checked, but as yet no pronounced forward movement has taken place. Manufacturers and large distributing agencies have refrained from producing or stocking beyond immediate needs, and as the same policy has been followed by retailers many plants have been working with reduced staffs or on short time. The fact, therefore, that in no previous year was the agricultural outlook more favourable on June 1, has exercised a far reaching and most beneficial influence on the general tone of industry. In Western Canada the crop acreage is over twenty per cent. greater than that of last year; the season began about three weeks earlier; and growth has since been very rapid. In Ontario and the Eastern provinces conditions are equally favourable, though the season is comparatively less advanced. An exceptionally heavy hay crop is already assured. The favourable conditions apply to all branches of the industry including stock raising, dairying, fruit, etc. A second important feature of the past few weeks has been the easing of money in the financial centres, which has enabled funds to be readily obtained for the large railway construction undertakings and civic improvement works that have been projected for the present year. From the standpoint of the amount of employment available, however, the month of May was less favourable than the corresponding month of 1907. Experienced farm hands were in demand at high wages, but the market for railway construction hands was already filled, and unskilled labour was in excess of the demand at many points. In the lumbering industry, the sawmills had nearly all reopened in Ontario and the Eastern provinces, and though the drives were somewhat delayed the exceptionally high water in the streams promises a successful year. The production of lumber, however, will probably be below that of 1907. In British Columbia a slight improvement was reported, though the prevailing condition was one of quietness. In mining, the Nova Scotia collieries, the asbestos mines in Quebec, and the Cobalt camp in Ontario had a very busy month, and there was a marked revival of activity in the metalliferous mines of British Columbia. The mica and copper mines of Quebec, however, and the western collieries were dull. Fishing promised well in the Maritime provinces, but the salmon yield of British Columbia will be very small. Freight traffic, both by land and water, was light compared with the corresponding period of 1907, with the result that the earnings of railway companies showed a decline; passenger traffic was heavier. The

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

amount of building will be considerably less than in 1907. There were fewer industrial disputes on the occasion of the renewal of schedules in the building trades on May 1, than in many previous years.

Regulation of Immigration.

Immigration from Great Britain and the continent of Europe to Canada has considerably declined during the first five months of 1908 compared with the corresponding period of 1907.

In order to ensure against the overstocking of the labour market in Canada this year, and that the classes of immigrants coming to Canada during the next few months shall only be of the kind that are now needed, the immigration department recently sent out the following circular to all steamship companies and booking agents interested in the sending of immigrants to the Dominion:

"Notice is hereby given that the only classes of immigrants wanted in Canada at the present time are experienced farm laborers, farmers financially able to take homesteads or purchase lands and female domestic servants. The demand for railway labour is filled this season. The regulation now in operation in Canada requiring every immigrant to be eighteen years of age or over, to have in his possession at least $25 cash at the time of landing, besides the ticket to his destination, will be enforced strictly and impartially in the case of all immigrants outside of the classes above mentioned."

Changes in Wages and Hours of Labour.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during May:—

Lumbering.—Wages in the lumber mills of Eastern Canada were for the most part unchanged from last year, but were downward in tendency in a few localities. River drivers were receiving about the same rates, though slightly less on certain streams. In British Columbia, unskilled labour employed in and about the mountain mills was receiving fifty cents per day less than last year. Loggers and sawmill hands also throughout British Columbia had their wages decreased. Several thousand men were affected by these conditions.

Building.—Bricklayers at Ottawa, Ont., (150) received an increase from 47 to 50 cents per hour in wages. Bricklayers at Berlin, Ont., were reduced from 40 to 35 cents per hour. Lathers at Peterborough, Ont., received a reduced scale.

Metal, engineering and shipbuilding.—Steel workers at Berlin, Ont., had their piece work wages reduced 10 per cent. Stove plate moulders (200) at Hamilton, Ont., were decreased in wages from $2.90 to $2.75 per day on May 15. At St. Thomas, Ont., 25 Michigan Central Railway car shop employees were reduced 5 cents per day.

Printing.—Eleven printers at Niagara Falls, Ont., obtained an eight-hour-day and a minimum scale of $12 per week.

Clothing.—Shoe workers (55) at Berlin, Ont., were reduced 10 per cent. in wages.

Textile.—A reduction of 10 per cent. in the wages of cotton mill employees went into effect at Hamilton, Kingston, Montreal, Montmorency and other points in Ontario and Quebec. Several thousand operatives were affected(*).

Civic employees.—Civic firemen at Berlin, Ont., received an increase in wages‡. At Halifax, N.S., the salaries of the police force, consisting of 6 sergeants and 37 privates, were materially increased. Police officers at London, Ont., to the number of 46, also obtained higher wages.

Railway employees.—I. C. R. train despatchers, agents, and operators (634) had their wages increased by $2 to $15 per month, by the Department of Railways and Canals, Canada.

General transport.—Teamsters (75) at Halifax, N.S., were increased from 22½ to 28 cents per hour. Ship labourers (400) at St. John, N. B., accepted a re

(*) A special statement dealing with the dispute which arose in connection with this reduction is published elsewhere in the present issue.

(‡) See report of Berlin, Ont., correspondent.

duction from 40 to 35 cents per hour in the schedule covering the coming summer season.

Unskilled labour.—Builders' labourers at Halifax, N.S., had their wages increased from 16 and 17 to 18 cents per hour. As a general rule, unskilled labourers were receiving a lower rate than at the corresponding period of 1907, owing to the prevailing decrease in demand as compared with supply.

Cost of Living.

Wheat was firm and oats showed a further advance. Owing to the small amount of wheat in sight, flour was upward in tendency, millers announcing an advance of ten cents per barrel on the higher grades. Potatoes were exceptionally high in price owing to the scarcity of the old crop and the prospects of a late arrival of the new crop. The price of beef advanced, but butter and eggs declined. There was a further decrease in the price of hay. Sugar declined in the closing week of the month. Coal was selling at fifty cents per ton lower than last month for cash orders at several points. Metals continued uncertain, with tin upward and lead and copper somewhat weak.

Interruptions to Industries.

The number of trade disputes in existence during May was more than in the previous month, but there was an increase of approximately 122,025 working days lost by employees through this cause. Compared with May, 1908, there was a decrease of 26 in the number of disputes, but an increase of about 39,000 in the number of working days lost.

Among industrial establishments, etc., destroyed by fire or through other causes during May, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.— Sawmill at Clarksville, loss, $2,000; tenement house and pipe shop at Sydney.

The Plant line S. S. *A. W. Perry* was wrecked on May 19 by running ashore in a thick fog in the Straits of Canso, N. S.

New Brunswick.—Station, freight and coal sheds and hotel at Bathurst, loss, $25,000; woodworking establishment, stores and residences at Campbelltown, loss $60,000; machine works at Moncton, loss $25,000, 25 hands thrown out of employment; hotel at St. John, loss $10,000.

Quebec.—Outbuildings with 62 head of cattle and 14 horses at Harrietville; at Montreal, business block, loss $5,000; brewery, freight car, lumber yard, loss, $16,000; furniture store, loss, $5,000; stationery store, barber shop and lodging house, loss, $1,200; 15 tons of sulphur on S. S. Montrose; church at Morin Flats, loss, $3,000; 4 stores at North Hatley, loss, $7,000; office at St. Hyacinthe, bobbin factory at Sherbrooke; tenement house at Turcot village, loss, $5.000,

Barns at Johnville, Coaticook and Shipton.

The ice-breaker Montcalm was sunk on May 7 in collision with the S. S. Milwaukee. Serious damage was caused to S. S. Trold on May 13 in a collision with S. S. Ottawa in the Gulf of St. Lawrence. During the early part of May, the high water did extensive damage along the shores of the Ottawa and St. Lawrence rivers and on Lake St. John.

Ontario.—Business block at Bridgeburg, loss, $12,000; cheese factory at Brockville, loss, $3,000; coal shed and barge at Brockville, loss, $30,000; large boarding house at Haileybury, loss, $2,500; barber shop at Hamilton; blacksmith shop at Everton; grist mill at Linwood, loss, $8,000; cheese factory at Martintown, loss, $3,000; printing office, 6 stores and dwellings at Merlin, loss $40,000; stove works at Morrisburg, loss, $25,000; gas house at Napanee, loss, $5,000; Canadian Pacific Railway storehouse and contents at North Bay; stable and 16 horses at Owen Sound, loss, $2,500; brewery at Perth; laundry at Peterborough; slaughter house at Peterborough, loss, $1,000; flour mill and cereal factory at Peterborough, loss, $80,000; electric light plant at Port Hope, loss, $50,000; hotel at Point Vivian, loss, $15,000; granary at Rockland, loss, $3,000; two power plants, pulp and paper mill at Sault Ste. Marie, loss, $300,000; storehouse, blacksmith shop and lumber supplies at Stoney Creek, loss, $3,000; livery and 2 horses at Simcoe; portable sawmill at Smith, loss, $2,000; block and 2 residences at Toronto, loss, $175,000; jewellery store at Toronto, loss, $2,500; foundry at Toronto, loss, $1,500; furniture store at Toronto, loss, $5,000; hotel at Tilsonburg, loss, $20,000; buildings and railway property were destroyed by the bursting of a dam on Current River at Port Arthur, Ont.

Barns at Galt and Shakespeare.

Extensive forest fires around the new mining camp Silver Centre, South Lorraine, caused loss of prospectors' camps and supplies.

Manitoba.—Business block Portage la Prairie, loss, $75,000; stables and granary at Rapid City; business block at Russell, loss, $100,000.

Saskatchewan.— Sawmill at Manor, loss, $1,600; stable and contents at Maple Creek; elevator at Stockholm.

Barns at Saskatoon.

Prairie fires in Manitoba and Saskatchewan, during the first two weeks of the month, caused damage, and bush fires near Prince Albert, Sask., and west of Edmonton, Alta., in the same period, caused heavy damages to settlers' buildings and stock.

Alberta.—Lodging house at Strathcona.

British Columbia.—Drugstore and hotel at Fernie, loss, $25,000; oil bleaching factory on Kyuquot Sound; railway bridge near Michel; steam laundry at Revelstoke; brewery at Sandon, loss, $15,000; sash and door factory at Vancouver, loss, $30,000.

Conditions in the Industries and Trades.

Conditions of employment during May in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour*

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Active	Active		Very busy	Active	.....	Active
Westville	Busy	Active	Active	Very busy	Active	.....	Active
Halifax	Active	Active	Active	.....	.....	.....	Quiet
Amherst	Active	Active	Dull	Busy	Quiet	.....	Quiet
Prince Edward Island—							
Charlottetown	Busy	Busy	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Active	Busy	Active	.....	Active	Busy	Active
St. John	Active	Active	.....	.....	.....	Busy	Active
Quebec—							
Quebec	Active	.....	Busy	.....	Quiet	Busy	Quiet
Sherbrooke	Active	.....	Busy	Busy	Quiet	.....	Active
Three Rivers	Busy	Active	Active	.....	Active	Busy	Active
St. Hyacinthe	Active	.....	.....	.....	Dull	Active	Quiet
Maisonneuve	.....	.....	.....	.....	Dull	.....	Quiet
Montreal	.....	.....	.....	.....	Quiet	.....	Dull
Hull	.....	.....	Busy	.....	Quiet	.....	Quiet
Ontario—							
Ottawa	Active	.....	Busy	.....	Quiet	.....	Active
Kingston	Active	Active	Quiet	.....	Active	Active	Active
Belleville	Active	Dull	Dull	Busy	Active	.....	Quiet
Peterborough	Busy	.....	Active	.....	Quiet	.....	Quiet
Toronto	Busy	.....	.....	.....	Quiet	.....	Active
Niagara Falls	Active	.....	.....	.....	Active	.....	Quiet
St. Catharines	Busy	.....	.....	.....	Active	.....	Quiet
Hamilton	Active	.....	.....	.....	Quiet	.....	Active
Brantford	Quiet	.....	.....	.....	Quiet	Active	Quiet
Guelph	Busy	.....	.....	.....	Quiet	.....	Quiet
Berlin	Active	.....	.....	.....	Quiet	.....	Quiet
Woodstock	Busy	.....	.....	.....	Quiet	.....	Quiet
Stratford	Active	.....	.....	.....	Active	.....	Active
London	.....	.....	.....	.....	Dull	.....	Active
St. Thomas	Active	.....	.....	.....	Active	.....	Active
Chatham	Active	.....	.....	.....	Dull	.....	Dull
Windsor	Busy	.....	.....	.....	Active	.....	Active
Sault Ste. Marie	.....	.....	Active	.....	Dull	.....	Quiet
Port Arthur and Fort William	Active	Busy	Busy	Active	.....	Very busy	Active
Manitoba—							
Winnipeg	Busy	Active	Quiet	.....	Active	Busy	Dull
Brandon	Busy	.....	.....	.....	.....	Busy	Quiet
Saskatchewan—							
Regina	Busy	.....	.....	.....	.....	.....	Quiet
Moosejaw	Busy	.....	Active	Quiet	Quiet	Busy	Active
Alberta—							
Calgary	Busy	.....	Quiet	Quiet	Quiet	.....	Dull
Edmonton	Busy	.....	Busy	.....	.....	Busy	Quiet
British Columbia—							
Nelson	.....	.....	Quiet	Active	.....	.....	Active
New Westminster	Active	Quiet	Quiet	.....	.....	.....	Active
Vancouver	.....	.....	.....	.....	.....	.....	Quiet
Victoria	Active	Dull	Busy	.....	Active	.....	Active
Nanaimo	Busy	Quiet	Very dull	Dull	.....	Active	.....

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES G., No. 51.

CANADA DURING THE MONTH OF MAY, 1908.

and s intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active,

Metal, Engineering, Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active.	Active	Active	Active	Active	Active	Active	.....	Active
Active	Active	.....	.....	Active	.....	Active	.....	Active
Dull	.....	Active	Active	.....	.....	.....	.....	Active
Dull	Quiet	Active	Active	.....	Active	.....	.....	Dull
Active	Active	Busy	Active	Active	Active	Active	Active	Active
Active	Active	Active	Very busy	Active	Quiet	Active	Active	Active
Active	Quiet	Active	Active	Active	.....	Active	Active	Dull
Active	Busy	Busy	Active	Active	.....	Quiet	Quiet	Dull
Quiet	Active	Active	Active	Active	.....	Dull	Quiet	Active
Active	Active	Busy	Active	Active	Active	Quiet	Active	Active
Active	Active	Active	Active	Active	Active	Active	Active	Active
Quiet	Active	Active	Active	Dull	.....	Busy	.....	Dull
Quiet	Quiet	Active	Active	Quiet	Active	Active	Active	Dull
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	Dull	Busy	Quiet	Quiet	Dull	Active	Quiet	Active
Active	Busy	Busy	Active	Active	Active	Active	Active	Busy
Quiet	Active	Active	Active	Active	Active	Active	Active	Dull
Quiet	Active	.....	Active	Active	Active	Active	Active	Dull
Quiet	Quiet	Active	Active	Active	Active	Active	Active	Dull
Active	.....	Active	.....	Active	.....	Quiet	.....	Quiet
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	Quiet	Active	Quiet	Active	Active	Active	Active	Active
Quiet	Active	Active	Active	Active	Active	Active	Active	Dull
Active	Quiet	Active	Active	Active	.....	.....	.....	Very dull
Quiet	Quiet	Active	Active	Active	Active	Active	Active	Dull
Active	Quiet	Active	Busy	Dull	Busy	Active	Active	Very dull
Active	Active	Active	Active	Active	Busy	Active	Quiet	Very dull
Dull	Dull	Active	Active	Dull	Active	Quiet	.....	Dull
Dull	Active	Busy	Active	Active	.....	Dull	.....	Active
Dull	Dull	Active	Active	Active	.....	.....	.....	Very dull
Active	Active	Active	Active	Active	Quiet	Quiet	Active	Active
Quiet	Active	Active	Active	Active	.....	.....	.....	Dull
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	Dull	Quiet	Dull	Quiet	Active	Dull	Dull	Very dull
Dull	Dull	Active	Active	Active	Quiet	Quiet	Active	Quiet
Dull	.....	Busy	.....	Active	.....	.....	Quiet	.....
.....	.....	Active	Active	Busy	Active	Active	Active	Quiet
Quiet	Quiet	Quiet	Active	Active	Quiet	Quiet	Quiet	Dull
Quiet	.....	Active	.....	Active	.....	.....	.....	Very dull
.....	.....	.....	.....	.....	.....	Dull	Dull	Dull
Active	Quiet	Active	Active	Quiet	.....	.....	Active	Quiet
Quiet	Quiet	Quiet	.....	Quiet	.....	Active	Dull	Very dull
Active	Quiet	Quiet	Active	.....	Very busy	Active	Active	Quiet
Quiet	Quiet	.....	.....	.....	.....	Quiet	.....	Dull

Gazette and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

The outstanding feature of the month was the exceptionally favourable reports received with regard to the agricultural outlook throughout Canada. This was especially the case with respect to the Northwest provinces and to Ontario. In the former seeding was completed early in the month, and though there was an interval of cold weather, some warm rains followed and growth was exceptionally rapid. In nearly every section of the country is was reported that the seed got in well and sprouted well. On June 1st the season was at least from two to three weeks in advance of that of 1907, and wheat was already from three to seven inches in height. A feature of the month's reports was the uniform character of conditions shown throughout the country west of the great lakes. With continued favourable weather the largest harvest in the history of the West is confidently expected. In Ontario seeding was delayed by rains in the opening weeks of the month and the season was backward. Roots will be late. In the closing days of the month growth was very rapid. Hay will be a very heavy yield. Clover was a foot high in many sections at the close of the month. In Quebec and the Maritime provinces similar conditions prevailed, the season being somewhat late, but conditions otherwise being most favourable and crops without exception promising well. The dairying industry throughout Canada reported a heavy production owing to the excellent condition of the pastures, though the number of cattle brought through the winter was comparatively small owing to the feed shortage. The make of cheese and butter showed a marked increase, with prices favourable. The fall delivery of bacon hogs is expected to be light. Fruit promises good yields in Nova Scotia, Quebec, Ontario and British Columbia. In the last province the general agricultural outlook is very favourable. Prices of farm produce were well maintained throughout the month. The movement of live stock showed an increase in Western Canada and the demand improved for well-fed beasts, both for local consumption and export. The past winter season has been favourable for cattle breeders in Alberta.

A meeting of the Premiers of Manitoba, Saskatchewan and Alberta was held at Winnipeg, Man., to discuss the question of government ownership of elevators in Western Canada.

For seed grain distribution in the Northwest provinces there were purchased through the Warehouse Commissioner at Winnipeg, Man., 1,022,853 bushels of oats, 48,924 bushels of barley and 576,536 bushels of wheat.

Arrangements have been entered into by the Department of Agriculture, Canada, whereby crop and live stock statistics will be gathered by the Census and Statistics Branch covering the whole of the Dominion.

In the report of the Deputy Provincial Treasurer of Saskatchewan with reference to the administration of the Hail Insurance Act an increase of $2,000 in expenditure is shown during 1906 as compared with 1905.

Fishing.

The month was active in the Maritime provinces. Good catches of gaspereaux and herring were made, and mackerel struck in in large quantities on the Nova Scotia coast. Some vessels of the bank fleets returned with heavy fares. The most important feature of the month was the opening of the lobster season under favourable conditions, the coastal waters being exceptionally free from drift ice. The outlook for this branch is reported very promising, prices being well maintained, though some shipments to the United States met an overstocked market.

Estimates received from the Magdalen Islands place the number of seals taken during the past winter season at 30,000 of which 10,000 were exported to Newfoundland.

In British Columbia, the outlook is for a quiet year. The catch of spring

salmon was small, and a small run of sockeyes is expected. On the Fraser river it was stated that only seven canneries of a total of forty-one will be worked this year. Prices for canned salmon are expected to be higher than in some years past.

Officials were appointed to supervise the enforcement of the Fisheries Act passed at the recent session of the British Columbia legislature. The new officers will be assisted by the provincial constables. A deputation representing the canners of British Columbia waited on the Commissioner of Fisheries for the purpose of soliciting certain alterations in the administration of the act.

The text of the treaty recently passed by the Imperial and United States governments respecting the international fisheries between Canada and the United States was presented to Parliament by the Right Honourable the Prime Minister on May 19. This treaty provides for uniform and effective means for the protection, preservation and propagation of food fishes in the waters contiguous to the international boundary. It is provided that uniform regulations shall be made by an international fisheries commission of two persons, one being appointed by each of the two governments. They are instructed to draft uniform laws as to close seasons, methods of fishing, size of nets, etc. The commissioners are to be appointed within three months from the date of ratification of the treaty.

Lumbering.

In Ontario and the Eastern provinces the mills had nearly all commenced operations at the close of the month. Wages were for the most part unchanged from 1907, though there was a downward tendency in some localities. The exceptionally high water in the streams and the late disappearance of the ice in some of the northern lakes delayed the drives, but conditions promised later to be very favourable, and it is expected that the entire cut will be brought safely to the booms. The marketing of lumber was on a less extensive scale than in the corresponding period of 1907, with prices both of logs and finished product easier.

After an unprecedentedly heavy cut of ties in Northern Ontario the men have returned to the western cities and have found employment for the most part in the mills or elsewhere. Sawmills in the Northwest provinces were busy.

There has been some improvement in the industry in British Columbia; about one half of the mills in the mountain section were running, though the logging camps were nearly all idle. The immediate future depends largely on crop results in the Northwest provinces. Production will be considerably under that of last year. On the coast some mills were active, but the prevailing condition was one of quietness.

Mining.

The Nova Scotia collieries reported a continued heavy output, but shipping was less active than had been anticipated owing to the presence of ice in the St. Lawrence. In Quebec, the asbestos mines were working to their utmost capacity, but copper and mica mining was quiet. In Eastern Ontario, conditions were very active, and at Cobalt, Ont., there was an increase of employment. Total shipments from Cobalt camp up to the opening week of May amounted to 5,782 tons. Trade continued dull in the coal mines of Alberta and British Columbia owing in part to the decrease in railway traffic and the lessened consumption of the past winter. A considerable number of coal miners were in idleness. In metalliferous mining a steady improvement was noted in British Columbia, the most important feature of the month being the resumption of work by the British Columbia Copper Company in the Boundary district, which gave employment to about 500 men at the mines and 200 at the smelters, consisting of miners, machine men, muckers, carpenters, smeltermen and labourers. The wages paid ranged from $2.50 to $4.00 per day. The outlook at the Rossland mines was that production would exceed that of 1907 but would be less than in

1906. The outlook is regarded as favourable for hydraulic dredging in the Yukon and the season's gold output promises to be large. A commission was appointed by the government of Nova Scotia to inquire into the feasibility of enacting an eight-hour-day law for the colliery workers of the province.

Government bounties during April were paid on 43,118 barrels of petroleum produced in southwestern Ontario.

The annual report of the International Coal and Coke Company, Limited, at Coleman, B. C., showed net profits of $251,049. The coal produced was 372,480 tons, of which 61,998 were sent to the ovens and produced 39,151 tons of coke. The total amount of the pay-roll was $437,723 and the average number of men employed 4,465. The days worked numbered 236. During the year $45,943 were expended on additions to plant.

Discoveries of placer gold on the Findlay river, B. C., were reported.

The western branch of the Canadian Mining Institute held a meeting at Rossland, B. C., in May, for the reading of papers etc.

Manufacturing.

Conditions showed little change compared with April. Manufacturers were for the most part limiting their output to orders in hand which were of less volume than at the corresponding period of 1907. At Amherst, N. S., Montreal. Que., Toronto, London, Ont., and other manufacturing centres there were a number of employees out of work, or on short time, though in some localities conditions were more active than in April. There was a falling off in steel production. At Sault Ste. Marie, Ont., following a recent shut-down of the rail mill, the blast furnaces were blown out leaving the steel industry in idleness and affecting some 1,500 men. At Sydney, N. S., also, conditions were less active. Cotton mills reported less active conditions and reduced wages.

An attempt to negotiate a settlement between the Dominion Iron and Steel Company and the Dominion Coal Company resulted in failure.

The mills of the Canada Tin Plate and Sheet Steel Company at Morrisburg, Ont., resumed operations in May.

The Canadian Coloured Cotton Mills Company held its sixteenth annual meeting during May. It was stated that new plant had been installed to the value of $121,000, and repairs made to the amount of $106,000. Total sales amounted to $2,967,338 a decrease of $204,567 over last year. The company now operates 2,600 looms and employs 2,100 hands.

Railway Construction.

Though the extent of railway construction operations increased during May, especially in New Brunswick, the market for labour was fully supplied and there was a surplus of men at Winnipeg, Man., and other points. Ballast work on the National Transcontinental line west of the great lakes will furnish additional employment in July. Some heavy orders for supplies for the section from Prince Rupert eastward were placed. There were a number of labourers without work at Prince Rupert, construction not yet having been begun. With the completion of the Michel extension of the great Northern Railway a number of men were laid off.

There are now about 340 miles of telegraph lines strung west from Winnipeg along the Grand Trunk Pacific Railway and work is progressing at the rate of five miles per day.

A number of towns are springing up along the line of the Grand Trunk Pacific Railway from Winnipeg westward, including five divisional points. Eighty town sites are on the market, and 2,000 applications for lots are reported to have been received.

General Transport.

There was a decline in freight traffic as shown by railway and canal returns during May, compared with the corresponding period of 1907. Passenger returns, however, were heavier, notwithstanding the decline in immigrant traffic. An unusually busy tourist season is anticipated. Railway earnings decline

heavily and some considerable reductions in staffs in railway shops were made, though mechanics on passenger cars and engines were well employed.

At the annual meeting of the Quebec Central Railway Company gross earnings for the year 1907 were reported to amount to $1,012,741 compared with $904,866 in the previous year. Working expenses in 1907 were $698,420 and in the previous year $582,916. The increase in working expenses was due to the advance in wages and in the cost of material. The first quarter of 1908 showed an increase over the corresponding quarter of 1907.

The annual report of the Central Railway of New Brunswick for 1907 showed an increase of earnings and expenditures.

Street railway earnings continued to show advances at several points over the corresponding period of 1907.

Following the opening of navigation, conditions were very busy at several ports. The first ocean-going vessel of the season reached Montreal on April 30th. Shipments of grain from the head of the lakes were unprecedentedly heavy during the opening weeks of May, but receipts from western elevators were light towards the close of the month. Navigation on the upper Yukon began about the middle of the month. The winter season at St. John, N. B., was heavier than that of 1906-07.*

The Trades.

Building.—Conditions varied considerably according to locality, but were generally dull compared with the corresponding period of 1907. In nearly all of the larger centres of Ontario and the Eastern provinces the outlook is for a less active season. In the Western provinces and in British Columbia operations have been fairly active and the value of building permits issued during April compared favourably in the latter province with 1907.

Metal and woodworking.—Employment on the whole was fair to quiet. Iron workers, moulders, etc., were quiet, except in a few localities. Sash and door factories and other establishments for the manufacture of building material anticipate a less active season than that of 1907. Woodworkers had fair employment, and coopers were active.

Printing.—Conditions in the allied trades were active.

Clothing.—Journeymen tailors were well employed, but garment workers and boot and shoe workers were generally quiet, though an improvement among the last named was reported in some localities.

Textile.—Employees in cotton and woollen mills had a dull month.

Leather.—Tanners and curriers were quiet; other leather workers were somewhat better employed.

Food and tobacco preparation.—Butchers and ice-men were active. The volume of trade among bakers has increased. Confectionery establishments were active. Chocolate preparations were still high and the raise in sugar has caused some loss in profits. Flour mills have been somewhat quiet with export trade light, though small millers reported a fair local trade. Cigar and tobacco factories continued quiet, many being engaged in stock-taking.

Miscellaneous.—Miscellaneous skilled employees, including barbers, retail clerks, waiters, domestic servants, etc., had a good month.

Unskilled labour.—Though civic improvement work gave employment to large numbers of men, and though the increasing scale of railway construction absorbed many, the demand for labour was considerably less active than at the corresponding period of 1907, and at many points there was a surplus of the less skilled class.

Canadian Trade and Revenue.

Foreign trade.—During April, 1908, the total value of imports entered for consumption was $20,201,409, compared with $28,335,287 in April, 1907. The total value of domestic exports during April, 1908, amounted to $10,294,828 compared with $9,751,849 in April, 1907. In April, 1908, there were increases in exports of animals and their produce,

* See report of St. John, N.B., correspondent.

agriculture and manufactures, and decreases in exports of the mine, the fisheries, and the forest. The Canadian Trade Commissioner to Mexico reported a growing Canadian trade with that country. A good opening for Canadian goods in Switzerland was reported. Good openings in Japan for special lines of mechanics' tools and of other goods manufactured in Canada was reported; the necessity of better representation in that country of Canadian manufactures was urged. Good openings for Canadian timber were also reported in Japan.

Imperial trade.—Openings were reported in the British market for Canadian piano keyboards, garnets for abrasive purposes, wood turnery and joinery, and an improved market was reported for Canadian bacon and cheese. There was a demand in Australasia for Canadian sawmill machinery and motor cars. An opportunity for Canadian supply firms was reported in the construction of a railway from the seaboard of British Guiana to the frontier of Brazil.

Domestic trade.—Notwithstanding the advance of the season, general wholesale trade showed no marked increase in volume, and jobbers complained of May as a dull month. Retailers as a rule, were buying with a view to immediate requirements preferring to withhold large orders until definite information with regard to the crops is obtained. The fact that farmers were very busy seeding affected country trade. With the excellent crop prospects, however, an improvement is expected at an early date, a revival being already noted, especially in Western Canada, in the closing days of the month. The financial situation showed little change, though money was reported somewhat easier by the loan companies, deposits having increased slightly. Collections were fair.

The April bank statement showed a shrinkage in circulation compared with March and was somewhat smaller than April, 1907, though larger than April, 1906. Deposits showed an increase, but discounts declined.

At the thirty-third annual meeting of the Imperial Bank of Canada held on May 27, a special fund of $100,000 was set aside for writing down the bank's investments. Profit and loss account was increased by $49,598. Twelve new branches were opened during the year.

The forty-eighth annual report of la Banque Nationale showed a reduction in current loans but an increase in deposits. An addition of $150,000 was made to the reserve fund. A pension fund for employees will be established.

The financial statement of the Montreal City and District Savings Bank showed profits of $165,667, from which $65,667 was carried forward to the next year.

La Banque St. Jean of St. Johns, Que., with a paid-up capital of $316,386, went into voluntary liquidation. The Monarch Bank of Toronto, Ont., has also been wound up, through inability to obtain the necessary capital.

Notes.

The *Ontario Wholesale Grocers' Guild* held a session at Hamilton, Ont.

An *employment office* of the Ontario Bureau of Labour was opened at Berlin, Ont.

The second annual convention of the *Union of New Brunswick Municipalities* was held at Fredericton, N. B.

The eighth annual convention of the *Union of Canadian Municipalities* will be held at the City Hall, Montreal, Que., July, 15-17, 1908.

The sixth annual convention of the Ontario *Labour Educational Association* was held at Kingston, Ont.

The annual reports of the *assessment* commissioners of several Canadian Municipalities presented during May showed an increase in valuations and population compared with the preceding year.

The policy of the government of Saskatchewan with reference to the public ownership and operation of *telephones* was outlined in the legislature of that province.

The Hamilton Board of Education adopted a report of a special committee approving the issuing of debentures amounting to $75,000 for the erection of a *technical school.* Is is designed that a certain number of trades shall be taught to pupils of fourteen years and over during

the day, and that night classes shall be held for the instruction of all who desire to take advantage of them.

The first contract to be awarded between the Hydro-electric Commission of Ontario and a municipality, namely, the city of Toronto, for the supply of *Niagara power*, was signed during May(*). Contracts with other municipalities were signed later.

Delegates of the Provincial Workmen's Association of Nova Scotia held a three days' session at Halifax, opening on May 22, to discuss the advisability of becoming amalgamated with the United Mine Workers of America and other subjects. Some eight lodges had already decided to become affiliated with the American order. A referendum vote on the question will be taken.

A joint committee representing the several organizations of mechanics employed by the Canadian Pacific Railway Company, held a meeting at Montreal, Que., during May, at which a new organization, to be known as the *Federation of Railway Employees*, was formed. The Federation will embrace machinists and mechanics of all classes. At a meeting of the joint protective board of the Brotherhood of Railway Carmen employed on the Canadian Pacific Railway system, held at Winnipeg, Man., it was decided to join the new federation.

*See report of Toronto correspondent.

REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of May, 1908, Mr. J. R. Falconer was appointed correspondent to the *Labour Gazette* for Newcastle, N. B., and district.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were active during May. All the larger industries were favourably affected by the opening of navigation, while other factories and foundries, with the building trades, were stimulated into new energy by the fine weather. Labour was more abundant than for many years, yet the demand and supply were very equally balanced. The coal industry, owing to deranged conditions of shipping, was not up to the usual during the first week of May, but since then has been very active. Every colliery in Cape Breton Island is producing to its utmost capacity, and there is every reason to believe that the increased outputs of the first four months will be added to before the year ends. The two largest coal companies, the Dominion and the Nova Scotia Steel and Coal Company, are rapidly opening up new areas and getting ready for still larger outputs. The Inverness Coal Company is driving a tunnel to connect with another seam, while Mabou aims at a very large output compared with the past. The one uncertain feature at present is how far these developments can be pushed without placing an over supply of coal on the market. At present the demand for coal is brisk.

The steel trade was active, though the prospects were not as good as in May 1907, there being more accumulated material unsold. The Dominion Iron and Steel Works had a good month. Shipments of ore began early in May, and will continue throughout the shipping season. Both the Dominion Iron and Steel and the Nova Scotia Steel and Coal Compnay are prospecting ore areas at Belle Isle, and after driving drifts 2,000 feet, have discovered that they possess deposits of iron ore in quantities exceeding expectations.

The Sydney Cement works had another busy month. Woodworkers were in full progress, while the building trades had entered on a fairly active season. Transportation by water and by rail was heavy. Wholesale and retail trade was brisk. The labour market was well supplied with both skilled and unskilled labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather, while not warm, was dry and very favourable to the preparation of the soil. The season is fully two weeks ahead of 1907.

Fishing.—Fishing began about the middle of the month. Fair catches of herring and lobster were obtained. In some parts mackeral were found to be very plentiful.

CONDITION OF PARTICULAR TRADES.

All the skilled trades were active.

WESTVILLE, N.S., AND DISTRICT.

Mr. Tom Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The coal industries in this town and district are making splendid progress. All the collieries show good increases for the month in this district, except the Intercolonial which is some 3,000 tons behind the corresponding month of 1907. The total increase for the mainland collieries for the 4 months ending April, 1908, is about 50,000 tons. Other industries were fairly well employed. Building was very promising for the season, work commencing on several new buildings as soon as the weather permitted. The Trenton Steel Works were fairly well employed in many of the departments, but work in the forge was a little dull. Wholesale and retail trade was very fair. There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy seeding.

Fishing. — Good catches were reported.

Lumbering.—Conditions were active, especially in the pit timber trade.

Manufacturing.—The firm of W. P. McNeil & Co. has secured a large order for bridges from the Dominion Atlantic Railway Co.

Mining.—The Acadia Company's coal steamer, *Unique,* carrying coal for the St. Lawrence trade is making good time between ports, and has been loaded with despatch. The Intercolonial Company's coal steamer, *Havso,* is also making good time. The company is ready for the sinking of another 600-foot lift at the Drummond Colliery; when completed this will make the total length of slope about 7,900 feet from bottom to bank.

Other industries.—The Telephone Co. is busy putting in branches to the country districts.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were well employed, with labour in fair demand.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market for May was hardly up to that of the corresponding month of 1907. This was true of some lines to a greater extent than of others. The building trades were not brisk owing to the lateness of certain large contracts. The usual progress was made on contracts under way. The principal edifice begun is the new Technical College being erected by the Provincial Government at a cost of $110,000. Work at the Silliker Car Works is increasing, and 150 men are now employed; this number will be increased to upwards of 300 within a short time. Labourers along the water front, while not as well employed as in May, 1907, expect a brisk month in June, when large importations of sugar are expected. The fortnightly pay of the city works department on May 29 was $8,129.02, the largest since July, 1907. Unskilled labour had a fair month.

The technical school classes, which opened last fall, closed for the summer season on May 1st. Examinations were held in all classes before closing, and cer-

tificates will be awarded accordingly. Those gaining certificates will be eligible for the more advanced classes when school is resumed in October.

The labourers on the city works have had their pay increased from 16 cents to 17 cents and 18 cents per hour, according to ability. There are about 400 men affected by the change. The teamsters also have had their pay increased from 22½ cents per hour to 28 cents, and about 75 are employed. Both labourers and teamsters work nine hours per day.

The bricklayers' and masons' difficulty is still unsettled. Most of the firms are willing to concede the terms asked; but business in this line is quiet, and consequently no definite developments have taken place. The fact that the new roundhouse is to be finished in brick, and that the contractor is willing to grant the 8-hour day asked for by the men, will cause an increase in this line for the coming month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Indications point to a better crop than for some years.

Fishing has shown much activity during the last week. Mackeral have struck in in great numbers, hundreds of barrels being taken. Local fishermen and American seiners have made some big captures. The fish is retailing at 15 cents each, but this price will be lower judging from the big catches. It is said that whales are forcing the fish inshore. Fishing at Clarke's Harbour, Lockeport and Yarmouth was also reported active.

Lumbering has been fair for the season, and *mining* normal.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons have had a dull month; there were about 20 per cent. employed as against 25 last month. Plasterers were dull, but carpenters and plumbers had a fair month. Painters, decorators and paper-hangers were well employed. Stone-cutters reported a decided improvement over last month.

Metal.—Boilermakers had a dull month.

Printing.—Printers, pressmen and book binders had a fair month.

Clothing.—Tailors were busy and garment makers had a fair month. Boot and shoe workers were fairly well employed.

Unskilled labour.—Had a fair month.

DISTRICT NOTES.

Bridgewater.—Lumber milling is very active hereabouts. The Davison Lumber Company already have 27 miles of railway running from the woods to their mills, and are building five miles more in the direction of Windsor. The company have gangs working day and night in the mills, and a large force cutting logs in the woods. Besides this activity the Halifax and South-Western Railway hauls two log trains daily from Springfield to the mills at Bridgewater.

Lunenburg. — Fishing returns were heavy up to May 27. Four large catches had arrived from the middle fishing banks. The Hiawatha, 1,100 qtls.; Murial M., 1,400 qtls.; Lilia B. Histle, 1,600 qtls., and the Coronation, with 1,200 qtls., had returned. Several other vessels are daily expected. Smith D. Rhuland launched a fishing schooner May 27, registering 90 tons. She will sail for the banks early in June.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of May has been exceptionally dull for all classes of labour. This month last year was one of the busiest in the history of this town and district. During the past month, however, a number of industries, such as the Robb Engineering Company, the Rhodes-Curry Company, the Car Works, etc., have materially reduced their staffs. Building operations also were not nearly equal to those of last year, and as a result there is a large force of men temporarily out of employment. The Robb Engineering

Company, which usually has a staff of about 400 men, is operating with about 200, and these only have employment for four days a week. The company, however, has not reduced the scale of wages. In the Rhodes-Curry Co., a reduction of 10 per cent. was made some months ago, effecting about 1,200 men. It is only fair to state that manufacturers all view the depression as temporary. There is no manufactured stock on hand, so that an improvement in trade conditions will be at once followed by a demand for more labour.

The Springhill Colliery which employs a force of 1,600 hands has only been operating an on average about five days a week. In the other collieries work is brisk and miners are in demand.

There was also a limited demand for carpenters, which was easily supplied from the local market. The Maritime Railway, Coal and Power Co., the Eastern Coal Company and one or two other companies are actively pushing developement work and constantly increasing their forces of men.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busily engaged on spring work. The season so far is very favourable. The price of farm products is high.

Fishing.—The season so far has been good. The lobster catch surpasses that of last season, and prices are high. Large catches of herring, gaspereaux, and shad are also expected. The fishermen all report the season the best in years.

Lumbering.—The lumber cut was only about thirty-three per cent. that of last year, hence shipments are small.

Manufacturing.—On the whole manufacturing is quiet. A number of industries are running full time; others are working four and five days a week.

Mining.—Conditions were reported brisk at all the collieries except Springhill. Much developement work in the way of sinking new slopes and striking new levels is being done, and the demand for miners and helpers will be constantly increasing.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons reported work very dull. Carpenters and joiners were slack. Painters and decorators reported that a few men could find employment at fair wages, but would only be needed temporarily. There has been a fair demand for stonecutters in quarries, but for building operations there is no demand.

Metal.—Work was reported dull in all departments, though iron moulders were busy in a few shops.

Woodworking. — Carriage and wagon makers were fairly brisk. On box cars work was fairly busy, but on passenger cars work was dull.

Printing.—Printers have had a fairly busy month.

Clothing.—Tailors reported a busy month. Boot and shoe makers were steadily employed, but there was no demand for more than regular staffs.

Leather.—Trunk and bag-makers reported a good month.

Unskilled labour. — The decline in building operations and the decrease in lumber shipments has cut down the demand for this class. Many men were working at temporary jobs.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during May was satisfactory, with supply and demand well balanced. There have been few new sources of employment since last year, but in all lines there was work for all. In Charlottetown, the building of the Bank of Montreal was started about he middle of the month. Considerable work was also done on the new railway works and on the railway wharf. At Souris, work on the new railway wharf was started the latter part of the month. The weather during the first part of the month was unfavourable for agriculture, but during the last week ideal weather for putting in the crops prevailed, and the first of June saw seeding

almost completed. Wholesale and retail merchants reported trade good and business on the whole buoyant.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—During the latter part of the month, conditions were favourable for the principal industry in this province, and although the ground did not dry up so quickly as last year, the warm weather will have a most beneficial effect in starting the crops. Owing to the large number of men going to the lobster factories, farm help was rather scarce, but there was no serious shortage. The exodus of young men from the province to the west was not so great as last year. A fair quantity of produce was shipped at good prices, but the farmers were too busy preparing their land for seed to haul to market.

Fishing.—The month saw fishing in full operation all round the Island. The first part of the month, lobster bait was scarce, but during the second week a sufficient supply was procured and large catches have been made in all localities. Judging from present returns, the total catch will exceed that of last year. The price will be from $2.00 to $3.00 per case more. Herring and cod were also plentiful, and large quantities of quahaugs were marketed.

Railway construction and employment.—Work at the new car shops and on the railway wharves at Charlottetown and Souris, and the adoption of summer time-tables were the chief features of the month. An increase ranging from eight to ten per cent. to railroad telegraphers was granted.

CONDITION OF PARTICULAR TRADES.

Building was active, with carpenters and joiners, lathers and plasterers, painters and paperhangers busy. The metal, woodworking, clothing, food and tobacco and leather trades were active. Printers and freight-handlers were busy. Other transport employees and miscellaneous skilled workers were active. There was a good demand for unskilled help.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The quiet conditions prevailing in April continued up to about the middle of May. The weather then turning fine called forth activity in all outdoor operations. Building operations are now very active, many dwellings being in the course of erection, and the demand for carpenters, stonemasons and builders' labourers has assumed large proportions. The contractors for the new I. C. R. shops have increased their force, and now have over 600 men upon their pay roll; 200 ordinary carpenters at 17½c. per hour were recently taken on. The corporation is also making extensive additions to its sewer and water systems to meet the requirements occasioned by the growth of the west end, and require a large number of labourers. Work in the foundry and cotton factory remained steady, while the biscuit factory, the barrel factory, the Wire Fence Co., and both woodworking factories have had a very active month. The warrants for the city assessment for 1908 amount to the sum of $93,160. The rate of taxation is $2.02 as against $2.40 last year, and the poll tax rate $5.26. Legislation is being sought by the city and also by private companies for a charter to build a street railway. The naming of the streets was recently completed and the numbering of the houses is now being proceeded with. The Shepody Navigation Co.'s steamer *Wilfrid C.* is again on the Petitcodiac route, having made her first trip May 6th. Trade, both retail and wholesale, showed an improvement over April. The local lumber market still quotes high prices, but the export market is easy. No material changes in hours of labour or rates of wages have been noticed, and relations between employers and employees remain cordial.

Agriculture.—Farmers are actively engaged in seeding operations, the season commencing about the 20th inst. Farmers' help is scarce, and there are openings for

a large number of emigrants understanding farm work. Milk factories are in operation, but are mostly confined to butter-making. Butter is quoted at 25c. to 28c.; potatoes, 60c. per bush; oats, 65c.; hay (loose) $9 to $11 per ton. Beef is scarce.

Fishing.—Fishing operations have been very active, and at Richibucto, Shediac, Port Elgin, etc., very large catches of herring have been made. Smoke-curing factories are kept actively at work.

Lumbering.—Manufacturing the winter's cut and transporting to various shipping points for export is in progress. Schooners are loading at Richibucto, Dorchester, Hillsboro and other points. Lumber prices are low, and much less will go forward this year than last.

Manufacturing.—All local factories were in steady operation.

Mining.—Prospecting for gold quartz in Restigouche, and for iron and manganese in Gloucester is being carried on.

Railroad construction. — Construction operations have been resumed upon the International Railway. Work upon the G. T. P. Moncton-Chipman section, is progressing favorably.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were quiet, masons active, carpenters and builders' labourers very active and in demand, painters, decorators and paper-hangers rushed, and stone-cutters busy.

Metal.—Work in the various lines was up to the average, and in some cases particularly active.

Woodworking and furnishing.—Woodworking factories were very active owing to the amount of building going on. Carriage workers were dull. Coopers were active. Varnishers, polishers and car builders were busy.

Printing.—Printers and pressmen were actively employed and in demand; bookbinders were quiet.

Clothing.—Activity prevailed, complaint being made as to difficulty in securing skilled help.

Food and tobacco preparation.—Normal conditions were reported.

The *leather trades* were quiet.

Miscellaneous. — Barbers, delivery employees and hotel, theatre and laundry workers were active. Clerks had steady work.

Transport.—Trackmen were active, but other railway employees were quieter than last month. Carters and teamsters were busy.

Unskilled labour.—The demand for this class increased very much since the advent of settled weather, but the supply was adequate, and it is not anticipated that employers will be handicapped this season as they were last by shortage of men.

DISTRICT NOTES.

Sackville.—The Enterprise Foundry Co. is erecting a large power house, and proposes installing a plant capable of doubling the output. A new woodworking factory is being erected. The Paper Box Factory is being actively operated. Private building is brisk.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during May did not improve as much as was anticipated, although the building trades were well employed. Business along the water front was dull and ship labourers were quiet. Excavations for the foundation of the new Seamen's Institute have been started, and the building is to be completed by August 15. Several changes are being made in the I. C. R. freight department. Nos. 1 and 2 sheds will be used exclusively for the handling of outward freight. James Fleming's Sons are filling a large number of orders for gasoline boats.

During the winter months, 111 steamers carried away goods valued at $23,028,696 $15,466,328 being for Canadian goods and $7,562,368 being for foreign goods. The total shipments last year were valued at $19,353,239, showing an increase i

this year's shipments of $3,675,457. The shipments of wheat amounted to 6,052,089 bushels, valued at $6,341,189. The flour shipments consisted of 614,143 sacks of American product and 245,749 sacks of Canadian product. The barley shipments were 492,348 bushels; peas, 20,024 bushels; oatmeal, 89,990 bushels, and 38,249 cases; and other grains, 44,165 bushels and 4,515 cases. There was a falling off in deal shipments, the amount sent forward this year being 51,926,762, against 61,000,000 last year. The earning capacity of the labourers engaged on these boats was very much less as compared with former years, owing to the large grain shipments. According to C. P. R. statistics, there were landed at St. John during the season of 1906–7, 28,634 passengers, and during 1907-8, 24,158 passengers. At Halifax, 34,399 passengers were landed during 1906–7, and 16,600 during 1907–8.

Bank clearings for the four weeks ending May 28 were $4, 674,113, and for the corresponding period last year, $5,-100,924, being $426,811 less in 1908 than in 1907, and $185,847 greater than for the four weeks ending April 23 of the current year.

The shingle weavers and bunchers will not accept any reduction in wages paid them last year. The mill owners refuse to pay the rate of last year, but offered the rate paid in 1906, which is 10 per cent. lower than that paid in 1907. In consequence, there is not a shingle mill in operation in St. John, and the total number of men idle is between 75 and 80. Ten young women employed in the St. John branch of the E. P. Charlton & Co.'s store went on strike May 20, on account of a new girl being appointed floor walker in preference to promoting one of the number already employed. The strikers' places were filled next day. The Telegraph and Times' strike is still being fought by the printers. The latter have issued a weekly paper—The Labour News. The papers are being issued as usual, but the job department is affected.

The Municipalities Union opened at Fredericton May 19. The convention adopted a motion approving the action of the president in affiliating with the Canadian Union of Municipalities. It was decided to meet next year in Moncton.

The provincial legislature prorogued May 30, after passing a Workmen's Compensation Act. Letters patent have been granted to the Read Stone Company, Sackville, capital $150,000; the McMillan Company of Durham, Restigouche County, to carry on a lumber and trading business, capital $60,000; Boddington & Peters, Limited, Moncton, printers, capital $20,000; J. M. Roche, & Co., Limited, St. John, photograph supply dealers, capital $10,000; the St. John River Steamship Company, Limited, capital $48,000; the Westfield Land Company, Limited, capital $3,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers who were compelled last fall to leave some of their hay uncut are now finding the old hay a nuisance. The wet weather prevented them from either cutting or burning it, and one or the other of these must be done in order to get a crop next autumn. Reports from Hartland, Carleton county, state that farmers are finding it difficult to get enough seed for their crops. Grass seed is $3.75, and seed oats 65 cents per bushel. The potato acreage will be about 75 per cent. of that of last year.

Fishing.—According to government reports, the receipts from fishing licenses during the year totalled $15,517.

Lumbering.—A three square mile timber limit at the head of Salmon River, Queen's County, was sold at public auction May 20, and bid in by Sayre & Holly, of St. John, at $200 per mile. Log driving on the St. John, Tobique and Miramichi is progressing favourably, and all the drives will arrive safely. Prices of bank logs this year are somewhat lower than last year. Merchantable spruce logs opened last year at $12.25 and went as high as $13. This year they sold at $11.25. Hemlock opened at $7 last year and went as high as $8, and this year the best price obtainable is $7.50.

Mining. — The Canadian Antimony Company, Limited, incorporated last

year with a capital of $250,000, is planning within the next few months to start an extensive development of the antimony mines at Lake George. It is the intention of the company to install a ten drill air compresser and a concentrator to concentrate low grade ore. The company does not intend operating a smelter. The machinery will likely cost $3,000, and when everything is under way it is expected that 100 men will be employed.

CONDITION OF PARTICULAR TRADES.

The several building trades were active, with painters busy. The metal trades also were active, with machinists and linemen busy. Woodworkers were active, but shingle weavers were very dull. Printers, pressmen, bookbinders, tailors, bakers, confectioners, cigar-makers, tanners, broom-makers, etc., were all active. Transport employees, with the exception of ship labourers, who were dull, were busy Unskilled labour was dull.

DISTRICT NOTES.

Chatham.—The outstanding bond issue of the town is $234,500, and the bond issue for school purposes is $47,750. On the morning of May 11, fifty-six barkers and three boom men at the rossing mill, Morrison's Cove, went on strike, but later in the day half of the barkers went back to work. The trouble arose over wages, the men receiving $1.65 per day last year and only getting $1.50 this year. They wanted $1.65, and as this was not forthcoming, they left in a body. Later in the day 28 of the men went back at $1.50. The Miramichi Lumber Company state that the strikers' places have been filled, and that the mill is running to full capacity.

Chipman.—A branch of the Bank of New Brunswick is to be opened here in about a month.

Newcastle.—The Anderson furniture factory is now running with a staff of about 40. The liquidator has applied for an order to continue the business of the company and operate the factory for a further period of six months.

NEWCASTLE, N.B., AND DISTRICT.

Mr. J. R. Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour was somewhat in excess of the supply, the sawmills having commenced their season on the opening of navigation. Wages in a few lumber concerns have been reduced by from ten to 15 cents per day; but on the whole rates were well maintained. Agriculture was backward owing to cold wet weather. Lobsters were very plentiful, but other fish were scarce. A new roundhouse is being built. The building trades were not as active as in former years owing to the high cost of building material and the stringency in the money market.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and *Edward Little, correspondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of May was a quiet one for labour, the supply being in excess of the demand, though outside labour, especially carpenters, was better employed than in April. Carters were busy, in the early part of the month, moving household furniture at from $2 to $2.50 per load. Houses were very scarce and a number of families were unable to find accommodation. The employees of the Montmorency Cotton mills had their wages reduced 10 per cent. on May 1. Owing to the holding of the Tercentenary celebration no streets are to be opened for water and gas mains, and unskilled labour is less active in consequence. Wages for this class are 15 cents per hour, compared with from 17½ to 20 cents per hour last year. The iron shipbuilding trades were very busy on repair work.

At the meeting of the city council held on May 13, a letter was read from the secretary of the Builders' Exchange, in

orming the council that the principal ontractors of the city of Quebec have ormed an association to establish and naintain a certain standard of efficiency mong their ranks. Work has been esumed on the rock beneath the King's astion by the Militia Department.

The Empress vessels of the Canadian acific Railway Company will remain in uebec. The ship labourers and longhoremen will maintain their rates.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season is backward. pring ploughing and sowing was in full rogress.

Lumbering.—The drive is well advanced he water in the streams being very high. number of the sawmills commenced utting and all will be in operation the rst week in June.

CONDITION OF PARTICULAR TRADES.

In the building trades carpenters and ainters were busy, but the other branches ere quiet or dull. Electric workers and nemen were active and the iron trades ere busy. The printing trades were usy as were journeymen tailors and otel and restaurant employees. Boot nd shoe workers and cigarmakers were uiet. Ship labourers, longshoremen and nskilled labourers were dull.

SHERBROOKE, QUE,. AND DISTRICT.

Mr. H. Logie, correspondent, reported s follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during May was much more ctive than in any month since the openg of the year. Building operations and ll outside work were in full progress. Work was being rushed on the new drill hed, the new hospital and other buildngs. The annual meeting of the E. & I. airbanks Company was held on May th; it was reported that the establishent will be in running order by the 1st of October. The Improved Paper Machinery Company of Nashua, N. H., have come to an agreement with the city council to establish a branch of their works here, provided the bonus offered by the council is ratified by the ratepayers. The company has put up a deposit of $5,000 as a guarantee of good faith. The conditions are that the city will give exemption from taxes for 10 years; $2,000 towards the purchase of a site and electric power at $17.50 per h.p. up to 40 h.p., and over 40 to 100 h.p. at $15 per h.p., and water at 5 cents per 1,000 gallons. The company will erect a shop 50x100 feet, and guarantees to have the same equipped for operation within one year. The number of hands to be employed will be between 40 and 50 for the first year. The investment of the company will represent some $20,000. The ratepayers will also vote on a by-law to give exemption of taxes to a cold storage plant for a term of ten years. The City Water Department will carry on the extensions to the system. Tenders were called, but they were not satisfactory. Work has already commenced, and employment given to a large number of unskilled labourers. The estimated cost of the work will be fully $150,000. On the first of June the C.P.R. will place an additional passenger train between Sherbrooke and Lake Megantic to meet the growth of travel that has arisen between these points.

The exodus of French-Canadians from the Eastern States to Canada this year is very large. The trains from across the border are filled with families returning with the intention of staying. An official of the Quebec Central Railway stated that the numbers going over their road, exceeded those of any other year. Extra coaches had to be put on, and they returned empty. A few years ago the reverse was the condition of affairs.

The Canada Paper Company will spend $150,000 on alterations.

The machine shops are not so quiet as during the past few months. There have not been so many men laid off, and orders are coming in more freely. There has been no unrest among employees except at Magog Mills, where the employees

went out as a protest against a reduction of 10 per cent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had finished their spring work by the end of the month. The grass is about three weeks ahead of last year, and should the same favourable weather continue the hay crop will be very large. The maple sugar season was the best in many years, both as regards quantity and quality.

Lumbering.—Operations are finished in the woods, and many drives have been secured so that the sawmills are now in full operation.

Manufacturing.—The woollen mills are running full time, but with a somewhat reduced staff. The help, however, is not suffering as at this season of the year many of the men who work in the mills in the winter leave to work outside in the summer, and the demand for labourers is fully absorbing those applying. The Carpet Co. is still idle. Other industries were running full time.

Mining. — In the asbestos district works are being rushed to full capacity, and the asbestos mills, in some cases, have been running night and day. Work at the copper mines at Capelton is quiet.

Railway construction .— The railway companies are not doing any construction work, and are only carrying on repairs which are absolutely necessary.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers, plasterers, painters and builders' labourers were busy.

Metal and engineering.—Iron moulders, machinists and boilermakers were quiet. Electrical workers, linemen, blacksmiths and jewellery workers were busy.

Woodworking.—Woodworkers, upholsterers, carriage and wagon makers were active. Pattern makers were dull.

Clothing.—Journeymen tailors were active. Garment workers and glove workers were quiet.

Food and tobacco preparation.—Bakers and confectioners were active, as also were cigarmakers, icemen and butchers.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees were active. Laundry workers and hotelkeepers were busy.

Transport.—Freight railroad conductors, engineers and firemen were dull. Other branches of railway work were quiet. Cab drivers, teamsters and expressmen were active.

Unskilled labour was busy.

DISTRICT NOTES.

Farnham.—One hundred and twenty-five men were laid off in the C.P.R. shops. Engineers on the road who have been running engines for a number of years, have been set back firing. There is very little freight moving. The prospects for the summer are poor for the working man.

Windsor Mills.—The new iron foundry is about finished, and will soon be ready to start.

East Angus.—The sawmill has started up again. A new clap-board machine has been put in and a second one is expected to arrive soon.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During May the labour market was fairly active having considerably improved compared with April. Supply and demand were well balanced. The building trades were busy all month; several buildings are in course of construction and a good number are projected. A few are to be built of cement blocks, something new in this district. Shipments, clearings, etc., have been fairly active. Owing to lack of warm weather, farmers are just completing sowing. This had an effect on business activity. No unrest in the labour market occurred during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had an extra good crop of maple sugar and have been

very busy ploughing and sowing.

Fishing. — Fishermen made good catches and obtained high prices.

Lumbering.—Log driving was in full operation with wages the same as last year. Mill owners pay a lower rate of wages for men employed in their yards.

Manufacturing. — Manufacturers of staple goods were busy and there was quietness only in the fancy goods line.

Railroad construction.—Several gangs are employed by the G.T.P., the C.N.R., and the C.P.R.

CONDITION OF PARTICULAR TRADES.

The building, metal, leather and woodworking trades were active. The printing and food and tobacco branches were busy. Tailors, garment workers, etc. were active, but boot and shoe makers were quiet, especially on fancy lines. Miscellaneous employees were active. Railway employees were less active than usual, but steamboatmen have been busy. Unskilled labour was well employed.

ST. HYACINTHE., QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no material change in the condition of the labour market in May as compared with April. Building operations were very quiet, although there was a slight improvement towards the end of the month. Some new buildings were commenced, and this, with work on the new cathedral, prevented idleness. In the iron industry conditions were fair, there being sufficient work to keep the workmen employed. Sash and door factories were busy. Improved conditions were reported in the leather trade. The boot and shoe industry did not change much; the Ames Holden factory reopened on May 11, and was working five days per week. A large number of men are employed on civic work. The organ factory was very active, overtime being worked. The clothing industry was busy. Retail trade in all branches was stationary, and this was also the case with the wholesale trade. It was reported that conditions were improving. The banks had a good month, collections being fairly easy. The Department of Militia at the instance of the officers of the 84th battalion, has established a provisional school of instruction at St. Hyacinthe for commissioned and non-commissioned officers. The strike which started in the Penman woollen factory on May 11 was not settled at the end of the month. The factory was being run by operatives not members of the Canadian Federation of Textile Workers and the company was engaging all the workmen it could get. It was reported that about 300 hands were still at work. This was the only labour disturbance of the month. There was no change in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were fair; produce sold at high prices. Work was plentiful but frequent rains in May retarded operations somewhat.

CONDITION OF PARTICULAR TRADES.

Building.—Painters and plumbers were farily well employed; the other branches were dull.

Metal, engineering and shipbuilding.—Iron workers and helpers had a good month; machinists, engineers, electrical workers, blacksmiths, boilermakers and horse shoers were well employed.

Woodworking.—Woodworkers, upholsterers, varnishers, etc., were active.

Printing.—Activity prevailed.

Clothing.—Journeymen tailors and garment workers were well employed.

Food and tobacco preparation.—Butchers and bakers were very busy. Ice handlers were active.

Leather trades.—Active conditions were reported.

Miscellaneous.—Barbers, clerks and stenographers were active. Hotel and laundry workers were very busy.

Transport.—Railway employees were very busy, passenger and freight traffic be-

ing very heavy. Carters and draymen were active.

Unskilled labour.—This class was fairly well employed and prospects were bright.

DISTRICT NOTES.

St. Johns.—The shops of the Singer Manufacturing Company which closed down until May 4, throwing over 400 workmen out of employment, re-opened during the month. Last year this concern employed over 1,000 men, but owing to the financial crisis it reduced its staff to 400. Out of ten factories owned by this company in different portions of the world only one, in Russia, is running at present. The shops here when in full operation will employ 3,000 men. The city council was negotiating with the Toronto Type Company looking to the establishment of workshops in St. Johns. This company would employ about 150 men and would pay about $75,000 in wages annually. The company stipulating certain conditions with the city council, amongst others exemption from taxation. A new company was formed entitled the "Chambly Canal Towing Company" for the purpose of towing boats on the canal between St. Johns and Chambly by means of automobiles. Dwellings were scarce and rents high. The Montreal Loan and Mortgage Company is transforming the Macdonald factory which belongs to it into 20 brick tenements.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during May was fair, compared with April. In the factories, great numbers of employees were not working. The building trades were inactive, many buildings being delayed owing to the strike of the bricklayers. Painters and decorators were busy with the usual spring trade, but carpenters, plumbers, and plasterers were not busy. Unskilled labour will be well employed owing to civic improvements, to cost over $1,000,000, authorized by the Montreal city council. From all railroads centering in Montreal came reports of a heavy holiday business. While the figures were not yet prepared, it was stated by railway officials at the different stations that the holiday passenger business this year was apparently a good deal ahead of last year. This was probably due to the fact that the weather this year was perfect.

CONDITION OF PARTICULAR TRADES.

The metal trades were not active, but activity was reported in the woodworking, printing and clothing branches. Cigarmakers and tobacco workers were dull. Owing to the great number of vessels in port, longshoremen and teamsters were busy. There was no demand for unskilled labour.

MONTREAL, QUE., AND DISTRICT.

Mr. C. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a slight increase in activity in May as compared with preceding months, although the improvement was not very marked. Trade improved somewhat, but there was a lull in building operations. The employers have locked out the bricklayers, refusing to pay last year's wages, which were fifty cents an hour, and offering wages of from 35 to 50 cents, according to the ability of the workmen. The locomotive works closed its doors, throwing 1,500 men out of employment. The Canadian Pacific Railway, the Grand Trunk Railway and the Dominion Bridge Company also let about one half of their staffs go, thus causing the unemployment of several thousand men. The strike of the textile workers affected 1,700 employees, the object of the strike being the maintenance of the

present rate of wages and hours of labour. Although wages have been decreased, rents have remained as they were. The price of food stuffs was stationary.

CONDITION OF PARTICULAR TRADES.

In the *building trades*, stonecutters and builders' labourers were busy during the first two weeks, but owing to the lockout of the bricklayers work slackened towards the end of the month; in the other branches employment was fair without being active. The *metal trades* were to a large degree adversely affected by the closing down of the locomotive works and the Dominion Bridge works, and many of these workers were idle. Electrical workers, linemen, metal polishers, brass workers and tool sharpeners were busy. Boilermakers and iron shipbuilders were fairly active, as were also horseshoers and jewellers, but sheet metal workers were quiet. Coopers, gilders and shingle weavers were active; the other *woodworking* trades were dull. The *printing, clothing, food and tobacco preparation, leather, miscellaneous* and *transport* trades were active. *Unskilled labour* was more active than in April, though there were a great many idle.

HULL, QUE., AND DISTRICT.

Mr. R. Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was not as busy as was anticipated, the high water in the Ottawa hampering the water powers depending on it. In the building trades, however, active conditions prevailed. The water was gradually subsiding towards the end of the month, and active conditions were soon expected in the factories. In a statement issued by the E. B. Eddy Company during May, to its 25 or 30 agencies, it was set forth that there was an available stock of $300,000 in the company's warehouses to draw from, so that no curtailment would take place owing to the few days of embarrassment caused by the high water. Orders from all parts of Canada are coming in at the Walters Brothers' axe factory. This firm is extending the range of its operations and is building large additions to its factory. The capacity of the factory was more than doubled since 1900. The production of knives will be again doubled within a couple of months. The company is just now setting up six grinders and other machines, and has already started making moulding knives, paper machine knives up to 8 feet long, etc. The last order received was for 800 knives from British Columbia. The staff of the factory at present is 30 expert hands. The new French treaty is proving of benefit to the Matthews Pork Packing Company, which, in addition to its already large orders from the British trade, is now busily engaged filling large and increasing orders from France, especially from Marseilles. This company last year slaughtered 120,000 hogs, 8,000 cattle and 20,000 sheep and calves. The wages paid were $75,000 and the total output was $1,750,000. One hundred and sixty men are now employed in Hull. The congregation of the Grey Nuns will spend $58,000 on a new building, the construction of which will be started forthwith. The building when complete will cost $75,000. The Quebec government has authorized a grant of $9,000 per annum to the new institution, provided $1,200 of the amount is paid in salary to the principal, the balance up to $6,000 is set aside for teachers' salaries, and the balance applied on interest and sinking fund. The awarding of the contract for the proposed new church in Sacred Heart parish, Ottawa, to Mr. J. Bourque for $103,000 ensures steady employment to about 50 Hull people in the latters' shops and quarries in this city. A private residence on Main street to cost $10,000, one on Inkerman street to cost $6,500, and a number of other new residences are being built, and improvements of old buildings are general throughout the city. There were no disturbances in the labour market through strikes or lock-outs. Orders were being filled for horses and teamsters in and around Hull for the

National Transcontinental Railway. Exceptionally good prices were paid; $50 per month with board and feed for horses, and $35 per month and board for teamsters provided they hire for the season; otherwise $30 per month. These were scarce. There is however, no scarcity of shantymen, who are still in demand, new orders coming in every day. It would now appear that Hull is the recognized centre for recruiting shantymen. Wages range from $40 to $45 per month, about the same as last year. The old hands, however, are getting higher pay.

OTTAWA, ONT.. AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The lumber mills of the Ottawa district began operations in the latter part of April or beginning of May, paying the same wages as last year. Some of the mills had to close temporarily on account of high water, but this trouble had about subsided at the end of the month. Shipping lumber was not so active as in May, 1907, and fewer men were employed. The building trade called for much skilled and common labour. The new Geological Museum and the Y. M. C. A. building are going ahead rapidly. On May 11, the new Sacred Heart church, to cost $103,000, was begun. This work will be completed in two years. The largest buildings projected for the summer are the G. T. R. hotel and station, about which negotiations are still going on between the railway company and the city council. On May 15, the Grand Trunk Company made an entirely new proposal to the city, providing for a hotel to cost $1,500,000 and a station to cost $525,000, exclusive of annexes. A large number of moderate-priced dwellings and tenement houses are in contemplation, apparently as a result of the rapid rise in rental this spring.

Wholesale and retail trade was quiet, most lines not having yet recovered from the financial depression.

By virtue of a contract with the employers made a year ago, the wages of bricklayers and stonemasons were increased on May 1 from 47 to 50 cents an hour. About 300 will benefit by the change. The strike of building labourers on the Y. M. C. A., which began on April 22, affecting directly 30 men and indirectly 25 bricklayers, who quit work in sympathy with the labourers' union is still in progress. Building operations are continued, and the contractor reports that sufficient men have been procured to fill the demand.

Unrest among the motormen and conductors of the Ottawa Electric Railway Company was reported early in the month when the employees, most of whom belong to the Amalgamated Street Railway Men's Union of America, asked for an increase to 22 cents per hour on week days and 24 cents per hour on Sunday for first year men, and 23 cents and 25 cents for all others. At present, the first year men receive 17½ cents, second year men 18½ cents, third year men and over, 19½ cents for week days, and each class two cents extra per hour for Sunday work. The company pays half the cost of the uniforms for men under five years in their employment and the full cost for those over five years. The men requested that free uniforms be given to all. The company refused to negotiate with the employees as a union, but met all representatives who came from the men as a body of employees. No settlement being reached at these conferences the men applied for a Board under the Industrial Disputes Investigation Act. The Board chosen consists of Messrs. D. J. O'Donoghue, G. F. Henderson, K.C. representing the men and the company respectively, with Professor Adam Shortt as chairman.

The Bakers' and Confectioners' National Union made a demand for an increase of two dollars per week on the following current rates: Foreman, $15; second hands, $13; table hands, $11. More than half the masters signed the contract granting the increase, but four firms refused. In these latter, the union on May 23 declared a strike, but the men refused to go out.

Commercial Union No. 1, comprising 50 clerks, has appealed to the chief of police to better enforce the by-law which requires shops to close at 6 o'clock. The clerks proposed to send a committee to the merchants for the purpose of getting by voluntary concession 6 o'clock closing on Saturday instead of 9, and a Saturday half-holiday during the midsummer months.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with sowing, but were delayed by wet weather. The rains at first promised to hinder the crop, but no fear is entertained now. The marketing of new vegetables has begun and prices are high and firm. The crop of new potatoes promises to be late and old potatoes recently advanced from $1.15 to $1.25 per bag.

Lumbering.—The lumbering industry has threatened by high water, which hindered shipping and impaired water power as well as carrying away a large quantity of logs out of mill ponds where they were held for manufacture. Mr. J. R. Booth fixed his wholesale prices at practically the same figure as last year, resulting in a steadying effect on the market.

Railroad construction.—The Ottawa Electric Railway Company is building a branch line to the Central Experimental Farm.

CONDITION OF PARTICULAR TRADES.

The building and transport trades were active. Electrical workers and linemen, shipwrights and caulkers and printers were busy. The woodworking, clothing and leather trades were dull. Unskilled labour was nearly all employed.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While the early part of the month was somewhat quiet on account of the many men out of employment, the month on the whole was satisfactory. The opening of navigation and the commencement of building operations relieved the situation and the month proved to be a busy one, far surpassing last month and the corresponding month of last year. During the early part of the month grave complaint was made by numerous immigrants who were unable to secure employment of any kind and who claimed to have been brought here on the promise that there was work available of every description. While some have secured work others have left to secure employment elsewhere. Civic improvement work commenced about the middle of the month; the street paving is being done by contract under the local improvement act. The city engineer is preparing plans for the repairing of the city buildings. The Kingston and Pembroke Railway Company is placing a work train on its line to rush along the new telegraph service between Kingston and Renfrew. The Richelieu and Ontario Navigation Company is negotiating for the leasing of additional steamers to be used during the tercentenary celebration. Over 40 workmen are employed at the Davis dry-dock and shipyard. Other companies are equally busy. Considerable damage and inconvenience is being caused by the exceptionally high water in the district; it is impossible for some of the smaller boats to call at bay ports. A building company to be known as "The Kingston Artificial Stone and Construction Company" has been formed. At the annual meeting of the Board of Trade, favourable reports were presented and a balance of $1,120.78 reported on hand. The sixth annual convention of the Labour Educational Association of Ontario was held here, with delegates present from all parts of the province, on May 25.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very active, the season being backward as the result of heavy rains. Much seeding was done by hand.

Fishing.—This industry was more active than for a year, but lumbering was quiet, and manufacturing in all lines active.

Mining.—Active conditions prevailed, many men leaving to work at the Wilbar mine, though some returned.

CONDITION OF PARTICULAR TRADES.

Active conditions prevailed in the skilled trades. In the case of the building, woodworking, metal and engineering, clothing and transportation branches conditions of employment were very active. The printing and leather trades were busy. Unskilled labour was in great demand with few out of work at the end of the month.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during May did not compare favourably with those of the corresponding month last year, although they improved greatly towa d the latter part of the month. Owing mainly to the large number of new comers, the supply of labour far exceeded the demand, particularly in the case of unskilled labour. Operations were commenced on a number of new residences, and the prospects are that building will be more extensive than last year. It is generally conceded that wages will not be quite as high as last year. Work on the construction of the new drill hall is being hurried to completion, a large number of bricklayers, stonemasons, carpenters and labourers being employed. The corner stone of the new separate school was laid during the month, and a number of skilled and unskilled workmen given employment; the building will be of stone from the quarries at Crookston, and will cost about $52,000. Good progress was made on the isolation hospital; the building is of pressed brick and will cost $12,000. The rolling mills, which were closed down for several months, have re-opened and gave employment to some 200 men, turning out large quantities of iron, mostly used in the making of horseshoes. These mills were compelled to close down fo a while owing to high water blocking th works. Both the large cement work were running night and day, and em ploying many workmen from this city The Lehigh Cement Company is erectin a large number of substantial building and boarding houses for the accommoda tion of its employees. The merchant and mercantile institutions reported very satisfactory month, and were op timistic as regards the future. Ther was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to wet weather seeding was somewhat backward. Th fall wheat looks good, but clover will b a partial failure. Hay was selling a $18 to $20 a ton.

Fishing.—Owing to the high level o the water, this industry was more or les inactive.

Lumbering.—Inactivity was the rule.

Manufacturing. — Active condition prevailed. Not a single firm close down during May.

Mining.—In the northern part of th county very active conditions prevailed

Railroad construction and employmen Conditions generally were normal, ther being little done in the way of construc tion or of work requiring extra labour.

CONDITION OF PARTICULAR TRADES.

Building.—Nearly every branch of th building trade was fairly active, althoug some were not fully employed. Stone cutters were well employed.

Metal, engineering and shipbuilding.— Iron moulders and workers, machinists engineers, blacksmiths, boilermakers brass workers, metal polishers and horse shoers were active, with very few out o employment. Brass workers at the new brass and steel plant, also at the Belle ville Hardware Manufacturing Company' works and several shipwrights were busil employed.

Woodworking and furnishing.—Thes trades were fairly active, all the factorie having started to run full time during th month. The carriage and wagon work ers were active, and coopers were fillin

rge orders for apple barrels and cheese oxes.

Printing.—Printers, both news and ob men, pressmen and bookbinders, were ll fully employed.

Clothing.—Journeymen tailors had a ery active month filling spring orders, ut boot and shoe workers were only airly active.

Food and tobacco preparation.—Bakers nd confectioners were busy, butchers nd ice-handlers were active, and cigar-nakers were all employed full time.

Leather.—Harness makers reported a ctive month.

Miscellaneous.—Barbers, clerks, de-ivery employees and laundry workers vere active, hotel and restaurant employ-es only fairly active, and theatre em-ployees inactive.

Transport.—Railway men reported reight and passenger traffic about as ctive as during the corresponding month of 1907. The opening of river and lake navigation always tends to decrease rail-way transportation, especially in the coal carrying trade. Steamboatmen, sailors and longshoremen were active, and cabmen, carters, teamsters and ex-pressmen were busy.

Unskilled.—Work was not plentiful.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were very dull for the season. While there was some outside work being done, on large public buildings unfinished last year and a few residences, there were a number who were unable to secure work of any kind. The municipality commenced civic improvement work and gave employment to a number of men. The condition of affairs in a number of factories, especially in the iron trades, is not encouraging. Moulders and pattern makers with a few exceptions were idle, something that has not happened here for years. Seventy-two building permits have been issued this year to date, amounting to the value of $55,140. The number of building permits taken out to the 31st of May last year were 137, of value $533,460. The painters are the busiest of the tradesmen just now. Some masons and carpenters were actively employed for a short time. Activity in outside work will depend very much upon the extent of building undertaken, which is not very promising at present. A few stonecutters are employed at the armouries and the new Catholic church. Tourist traffic is becoming busy and considerable freight is being hauled by boats. The large lift-lock here is now open and already a number of vessels have passed through. The several canoe companies were active, shipping a number of boats to outside points. Hicks and Company have received a contract to supply 5,000 barrels of cement and all the sewer pipe the city may require. Brick-yards were active and brick will be ready in two or three weeks. The price of milk has been reduced from 7 to 6 cents a quart for the summer months. During the summer season 18,000 rat skins were purchased from trappers by Messrs. Lech & Sons; their value was estimated at $7,200. Wholesale and retail trade was very good. Wages were on the decline in some works. Lathers' wages decreased 20%; labourers 10%. The labour market on the whole was generally dull, but with no signs of industrial trouble. The bricklayers and masons adopted the 8-hour system on May 1, at the same rate of wages per hour as last year, viz., 40 cents per hour. This was in accordance with the law of the International Union. The difference it makes is that all men working journey-work will receive 40 cents per day less. This is the first 8-hour day adopted by any trade in Peterborough.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding was ve y active throughout the district, but was hampered by excessive rains. Low lands were so covered by water that it was impossible to work them.

Fishing and mining.—Dullness was the rule.

Railroad construction and employment. Activity prevails, getting the roadbed in good order for the summer traffic. Painters were employed by the Canadian Pacific Railway Company painting stations and building throughout the district.

Other industries.—The Peterborough merchants have decided to adopt the half-day holiday per week during the summer months.

CONDITION OF PARTICULAR TRADES.

Inactivity was the rule in the *building trades*, with the exception of painters who were busy and stonecutters who were active. Active conditions prevailed in the *metal, engineering, woodworking and furnishing trades*, excepting moulders and boilermakers in the former, and woodworkers, pattern makers and coopers in the latter, who found employment dull. In the *printing, clothing, food and tobacco preparation trades*, activity generally prevailed, with boot and shoe workers, and ice-handlers busy. While the *printing trades* were fairly active, the tendency was towards slackness. The *leather trades* were slightly more active in several branches, and the *miscellaneous trades and transportation* were fairly active, with the exception of furriers and theatre employees, who found conditions somewhat dull. Dullness was general with *unskilled labour*.

DISTRICT NOTES.

Cheese factories have begun operations and are very busy. The Peterborough Cheese Board recently sold 979 boxes of cheese at 10 13-16 cents per lb. Farm help is needed throughout the district. Hay has been reduced in price from $18-$20 to $12-$14 per ton, and eggs were selling at 19 cents per dozen; butter 28 cents per lb.; potatoes 85 cents per bag. The several lumber companies were busy getting logs and timber floated to their mills.

Lakefield.—The cement works were active, and a train load of clay is being hauled to the works from the clay-beds each day. The large planing factory, which was destroyed recently by fire, has been rebuilt and is ready for operation.

Havelock.—The municipal council is spending $1,000 on improvements to sidewalks.

Port Hope.—The light and power station was destroyed by fire. The loss is estimated at $15,000. The work of rebuilding is being rushed.

Cobourg.—The Crossen Car Company has secured a contract to supply 10 tourist and 3 palace cars. This will keep the company busy for sometime.

Lindsay.—The Bell Telephone Company is installing a new system.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions continued to improve somewhat with the advance of the season though manufacturing in some lines was still quiet and the building trade showed a great falling off as compared with the last few years. There were consequently a large number of men still unemployed, though the giving out of civic contracts and the demand for labour for farm work and railroad construction has absorbed many. The relations between employers and employed were generally harmonious.

On May 7th the contract of the city with the Hydro-Electric Power Commission, by which the latter agrees to furnish Toronto with 10,000 horse power of electric energy for 30 years, beginning December, 1909, was formally signed. The maximum price is to be $18.10 per horse power, which includes the city's share of the cost of the transmission line $828,080 and $38,970 or $3.89 per horse power for cost of operation and maintenance, etc. These figures are not final, as the commission hopes to be able to supply power at a lower rate. This, however, will depend upon the amount of power taken by the municipalities embraced in the system.

The Board of Control has decided to construct the power distribution plant by city labour and to establish an electrical construction board of three experts with

an engineer of construction under the board. Alexander Dow, electrical expert of Detroit, has been asked to be one of the members of the consulting board and to formulate a scheme in detail for the carrying out of the city's part of the enterprise.

Building permits were issued in April for 683 buildings of an approximate value of $1,169,635, as compared with permits for 607 buildings valued at $2,044,870 in April, 1907.

The city council on the 26th decided to submit to the ratepayers on June 27th two by-laws, one for raising $2,400,000 for a trunk sewer and sewage disposal plant, and the other for raising $750,000 for a water filtration plant

The receipts of the Toronto Railway Co., for April amounted to $274,859 of which the city received $41,228, as compared with receipts of $268,015 and percentage of $36,529 in April 1907.

The District Labour Council on the 21st adopted a report by the Municipal Committee to the effect that the establishment of a suburban railway service would be in the interests of the city, as it would have a tendency to reduce rents and bring the workshops nearer the homes. If homes outside the city could be made accessible though improved railway service it would greatly benefit the working classes.

The Ontario Railway and Municipal boards have approved of three fenders as suitable for use on the motor cars of the Toronto Railway Co., and have issued an order that the company forthwith commence to manufacture and equip their system with a fender approved by the Board, the whole system to be so equipped within six months.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busily occupied with seeding during the month, conditions being generally favorable with abundant rains. The hay crop promises to be very heavy and the warm weather of the latter part of the month greatly advanced vegetation, which had been somewhat backward. Farm labour, as is usual at this season, was in steady demand.

Manufacturing,—The situation remained about the same as in April, manufacturers generally limiting their output to orders in hand, which were not nearly so heavy as in former seasons. The iron trade continued slack as a rule, but some activity was manifested in the shipbuilding, engine and boiler making lines. Seasonable conditions caused some improvement in other departments and prospects for a decided revival as soon as a good harvest is assured were regarded as favorable.

The Massey-Harris Co., Limited, has begun the erection of a large 4-storey warehouse, for the storage of agricultural implements.

CONDITION OF PARTICULAR TRADES.

Building.—Some increase in activity was manifested but a considerable number of builders' labourers, bricklayers, masons and carpenters were still unable to find work, and a larger proportion of lathers, plasterers, plumbers and gasfitters were idle, much of the present season's work not having reached the stage for indoor operations. The plumbers' strike was declared off on the 8th, an agreement having been effected between the recently organized Master Plumbers and Fitters' Association and the Plumbers' Union . The men are to receive 37½ cents per hour for the first year, and 40 cents per hour for the second year.

Metal, engineering and shipbuilding.—Blacksmiths' machinists, moulders and electrical workers were quiet. Shipbuilders, boilermakers, sheet metal workers and structural steel workers had fair employment. Brass workers were active and jewellers and silversmiths quiet.

Woodworkers.—Cabinet makers, furniture workers and woodworking machinists' were better employed than in April. Coopers and carriage and wagon makers were fairly well employed.

Printing.—Printers, book-binders and pressmen had a fair month.

Clothing.—Custom tailors were well employed. Garment workers reported improved conditions. Boot and shoe makers were quiet.

Food and tobacco preparation.—These trades were generally well employed. Cigarmakers found trade quiet.

Leather.—Harness makers and saddlers were fairly active.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers were active. Clerks and salesmen had a fair month.

Transport.—Railway and street-railway employees, teamsters and expressmen had plenty of work. Sailors and longshoremen were busy.

Unskilled labour.—A large number of general labourers were out of work.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During May, general employment showed some improvement over April, but this is not as busy a spring as those of several preceding years. In several trades there were idle men and in no trade were more men needed than were available. City and government works employed many labourers, but it is expected that many will be laid off before midsummer. Rail transportation fell off slightly. With the exception of grain, little freight was moving by water. Business, wholesale and retail, was steady but not brisk. Printers in the city had their hours reduced from nine to eight per day, and the wages of several were increased. The Hydro-Electric Power Commission of Ontario invited tenders for building transmission lines from Niagara Falls to Toronto and St. Thomas. The Niagara Falls city council decided to sell power to small consumers at $10 for daylight services and $15 for 24-hour services. A considerable number of foreign labourers were denied admission to Canada at this port because they had not the amount of money which the new law required immigrants to possess. Assessment returns of all the towns, townships and villages in the district show increased valuations and all but one or two show increased population.

The Frontier Amusement Park was opened. A considerable number of persons will be employed there during the summer.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to wet land, spring work on farms was late, but near the end of May weather conditions were excellent. The prospects for the fruit crop were never better and there was every promise of good returns from agriculture generally. Farm labourers are said to be more numerous and to be engaging for the season's work at lower wages than last year.

Mining.—The Provincial Natural Gas Company has leased lands and is drilling wells close to the city.

Railroad construction and employment.—Railway construction was quiet and general railway employment rather dull.

Manufacturing.—The Ramapo Iron Works were running over-time. The Standard Bearings factory resumed operations after a temporary shut-down. The Niagara Falls Machine and Foundry Co., and the two silverware factories were busy. Other manufacturing concerns were quiet. The Sanitary Can Company tested its new plant and turned out sample cans. The Spirella Corset Co., which has purchased a site for a factory here, was incorporated with $50,000 capital.

CONDITION OF PARTICULAR TRADES.

While the building trades were fairly active, conditions were not as favourable as is usual at this season, and the outlook was not very good. Bricklayers and masons were quiet, some carpenters idle, plumbers fairly active and painters very busy. Many builders' labourers were idle. Employees of iron-working concerns were generally active and conditions in those trades appeared to be good. Linemen and electrical workers were busy but several large jobs of this sort were nearing completion, notably the installation of illuminating apparatus at the new

rontier Amusement Park in the city and ew lighting systems at *Niagara-on-the-ake* and *Crystal Beach*. The Printing ades were steady. Preparations were eing made for a very busy season in the ew as well as the older established fruit nneries. The first fruits will be canned June, and many hands will be em-loyed. The large summer hotels and staurants and souvenir stores were re-pening for the season and many persons ere engaged for their staffs. Laundry orkers were active. Freight traffic owed a slight falling-off on some lines nd heavy summer passenger travel had ot commenced, so trainmen and engine-en were rather quiet. Summer steam-oat lines inaugurated full services and lectric railway companies were engaging xtra men for the season. Teamsters ere busy. Unskilled labour was not in emand.

DISTRICT NOTES.

Crystal Beach.—The new company wning the summer resort here is spend-ng half a million dollars on improve-ents, including waterworks and sewer ystems, electric light plant, walks, pier, otel, restaurants, rink, theatre and bath-ouse. New steamers will run to Buffalo. Nearly three hundred men have been en-aged in the works which are now nearly ompleted.

Fort Erie.—A new planing mill was eing erected. Many labourers were mployed on the improvements to the ace track.

Niagara-on-the-Lake.—The fruit can-ery was being extensively improved. The town is to have a new electric light ystem with power from Niagara Falls. The transmission line was being built rom St. Davids. Cross-lake steamers ommenced service during the month and he busy season opened. The militia amp will be held as usual.

Dunnville. — A by-law authorizing the urchase by the town of $30,000 stock of he projected Dunnville, Wellandport and Beamsville railway, was carried.

Welland.—The shipyards were busy. Two steel hulls were launched during the month and another was being built. The Robertson Machinery Co. sold out to the Capital Lock-Nut & Washer Co. which will enlarge and continue the business. Cars began running over the Niagara, St. Catharines & Toronto railway extension to Welland on May 4th. Assessment returns show 16% increase in valuation and 20% in population over last year.

Chippewa.—A by-law to raise $2,000 to help purchase a site for the plant of the British Canadian Smelting & Refining Co. was carried. Work was commenced on buildings and furnaces and a section of the plant will be running by midsummer. Cobalt ores will be treated by electric process. Surveys for the proposed deepening of the Welland river for navigation were commenced.

Port Colborne.—There was an unusual rush of wheat through the Welland canal, but otherwise lake transportation was light. Canal improvements employed some men. The cement plant commenced running.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during May was active, with several of the industries working short time, and others busy. No large bodies of men were idle. The Dominion Electric Company was recently established by local capitalists. Business, both wholesale and retail, was reported active. There were no labour disputes.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fruit prospects were excellent, trees and bushes having wintered well. Nursery men had a busy month.

Manufacturing. — Canning factories were preparing for a busy season.

Railway construction.—The new line of the Niagara, St. Catharines and Toronto Railway, from Font Hill to Welland, commenced service on the 4th of May with ten trips daily from Welland

to St. Catharines. This line will open up a new field and will be of considerable benefit to business men.

CONDITION OF PARTICULAR TRADES.

The *building trades* were active, and while not yet in full operation there was more work than during the preceding month. All branches of the *metal trades*, were active, and the same applies to woodworkers, upholsterers, varnishers, polishers and carriage and wagon makers. Other trades were active. Unskilled labour was fairly well employed, with supply and demand well balanced.

DISTRICT NOTES.

Thorold.—Mills and factories generally were active. The Montrose paper mills which were closed for repairs have resumed operations with a full staff.

Merritton. — Employment generally was active.

Port Dalhousie.—The labour market was in the main the same as last month.

Beamsville.—The new Independent Telephone Company has installed nearly 300 phones and will open a head office soon.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of labour was much better during May than in the previous month, but there were still a large number of both skilled and unskilled men and women out of employment. A horse collar company from Omaha, Neb. has decided to locate here and has secured premises. Twenty-five men will be employed at the outset. There have been changes in wages in two trades; stove plate moulders have had their wages reduced from $2.90 per day to $2.75, with no change among the piece workers; cotton mill employees submitted to a reduction of 10 per cent. in their wages. There were no strikes or lockouts in the building trades at the first of May. Commercial activity and bank clearings are increasing.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—In some of the local establishments, men have been put on who were laid off during the winter months. The clothing trade is very slack and a number of men are still out of work. At the Harvester works many of the laid off men are back at work as a result of large North Western orders.

Railway construction.—The Brantford and Hamilton Electric Road is about completed

CONDITION OF PARTICULAR TRADES.

Building.—Masons, bricklayers, carpenters, etc., were active. Carpenters agreed with contractors to continue the 37½ cents minimum per hour.

Metal.—Moulders and stove mounters were slack, with machinists, engineers, electrical workers, metal polishers, blacksmiths, boilermakers and shipbuilders, structural iron workers active.

Woodworking.—Pattern workers were slack, but other branches had a fair month.

Printing.—Printers were busy, pressmen active, bookbinders fair and photo engravers active.

Clothing.—Custom tailors were active but garment workers and hatters were slack. Boot and shoe workers were fair.

Food.—Fair conditions prevailed.

Leather.—Leather workers on horse goods, trunk and bag workers were active.

Transport.—Steam railway employees, including freight and baggage handlers, were busy. Steamboat employees and street railway employees were active. Ship labourers were fair.

Unskilled labour was fairly well employed.

DISTRICT NOTES.

Dundas.— General operations have bettered since last report. The machine

hop, clothing factory, axe factory, glove factory, etc., have begun to put on more employees. Construction work under the auspices of the town is giving employment to a number of unskilled workmen.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market shows a marked improvement over last month. The Radiator works, which were closed all winter, started on the 4th, and were employing about 60 hands at the close of the month. Sidewalk and surface drainage construction work engaged a number of men. The building trades are becoming more brisk and already a considerable amount of building is under way. J. H. Hall & Sons, machinists, are erecting new and larger premises. In the factories, conditions have slightly improved though several are still running short time with reduced forces. Merchants had a fair month. The moulders' strike still continues. The moulders were ordered by the local magistrate to discontinue picket duty This they refused to comply with, and sixty men were committed for trial at the June sessions. Council for the moulders claims that peaceable picket duty is within the right of the union.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy. The season is backward but prospects for a large hay crop are favourable.

Manufacturing.—With manufacturers conditions were about the same. None of the factories were particularly busy, and several were running five days per week with reduced forces.

Railroad construction.—Work has been brisk on the radial line from Hamilton. The road was declared open on the 23rd, though much work yet remains to be completed.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners were active and in some cases busy. For lathers and plasterers trade was quiet. Painters and paper hangers were busy. Plumbers, gas and steamfitters were active.

Metal.—For moulders and coremakers conditions were from active to quiet. Machinists and electrical workers, linemen, polishers, buffers and platers and stove mounters were active. Blacksmiths in some shops were active, in others quiet. Boilermakers and sheet metal workers were busy until the close of the month, when they became quiet. Horseshoers were active.

Woodworking and furnishing.—Carriage and wagon makers were not very busy some working short hours. Pattern makers and coopers were active.

Printing.—The allied trades were busy.

Clothing.—Journeymen tailors and tailoresses were very busy.

Food and tobacco preparation.—Bakers and confectioners were busy. Butchers, cigarmakers and tobacco workers were active.

Leather.—Leather workers and saddlers were active.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees were actively engaged. Laundry workers were busy.

Transport.—Railroad trackmen and freight handlers were busy. Street railway employees were steadily employed as usual. Teamsters and draymen were busy, cab drivers were active.

Unskilled labour.—There were a few unemployed at the close of the month, outside work commencing late.

DISTRICT NOTES.

Blue Lake,—The cement works were busy.

Paris.—The Fabric Mills were busy. The other factories were fairly busy. There are very few unemployed n the town. This year assessment rolls show a population of 4,000 an increase of 120, and an increase in the value of real property of $76,173, the total assessment being $1,488,658.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

THE GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in May showed some improvement over April, but employment was still below the standard of last year. Factory employment was steadier in a number of lines, but short time and reduced staffs were in effect in some shops and while old hands have been taken on in some cases there were still a considerable number of men without steady employment. Work on permanent roadways and on the new armouries was active. The building trades showed a falling off compared with last year, new contracts not coming out as freely. A lighter season is looked for. Retail trade was below the average. The city council has set the tax rate at 14 mills on the dollar. The Retail Merchants' Association has decided that as a body they will not grant the usual half-holiday per week during July and August to their clerks

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have finished seeding, with the exception of roots. Prospects are for a heavy crop, especially hay.

Railroad employment.—Receipts of the Guelph Junction Railway and Guelph Radial Railway show a falling off. Both are owned by the city.

Manufacturing.—Some improvement was noticeable during the month, but conditions generally are below the average for some years past.

CONDITION OF PARTICULAR TRADES.

Building.—These trades had an active month. Plumbers had a busy month on repair work.

Metal.—Iron moulders and machinists had a quiet month, with some improvement in some shops. The tube mill started to work two shifts night and day.

Woodworking.—Woodworkers, carriage workers, piano and organ workers and upholsterers had a quiet month.

The *printing* and *clothing* trades had an active month.

Food and tabacco preparation.—Cigarmakers had a busy month. Bakers and confectioners had an active month.

Textile.—Carpet weavers had an active month.

Unskilled labour.—The demand in this line showed improvement, but there was a considerable number seeking employment including both English and foreign immigrants.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market improved somewhat during the month, through there were still about one hundred skilled and unskilled workmen out of employment, and scarcely any civic improvement work was underway until near the end of the month. Twelve building permits were issued for the erection of residences and other structures. The Kaufman Rubber Company is making good progress on construction. The salary of the chief of the fire brigade was increased $50 per year, and the regular firemen's pay $25 per annum. The Western Steel Company, which operated ts plant on the nine-hour day system up to the middle of the month, notified its employees that on and after the 11th, ten hours a day would be the rule. The piece workers had their wages reduced about 10%, with Saturday afternoon off. The bricklayers and masons went on strike on May 1st for an increase on the old rate of 40c an hour, but after being out ten days accepted a 35 cent scale of nine hours being a reduction of 45c. per day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers finished seeding and planting and reported crops very

favourable. *Fishing and lumbering* were very quiet.

Manufacturing was also quiet except in a few establishments.

CONDITION OF PARTICULAR TRADES.

The *building trades* were rather quiet, except painters and decorators, who were well employed. In the *metal trades*, with the exception of steam engineers, electrical workers and linemen, bicycle workers, tool sharpeners and horseshoers, who were fairly well, employed quiet conditions prevailed. In the *woodworking and furnishing trades* quietness was the rule, but upholsterers found employment active. The *printing, clothing* and *food and tobacco preparation trades* were more or less active, excepting garment workers, glove makers and boot and shoe workers who were rather quiet. In the *leather trades*, conditions were better than in the previous month, while in the *miscellaneous trades* active conditions prevailed. *Unskilled labour* was poorly employed.

WOODSTOCK, ONT., AND DISTRICT.

Mr. M. W. N. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Skilled labour was fairly well employed during May, though the unskilled labour market was overcrowded. On the whole conditions showed an improvement over the previous month. Corporation work of a general nature was the most active. The trades generally, were busier than during April. Transportation increased slightly, and towards the end of the month retail trade picked up considerably. Tenders were asked for for the erection of a parish hall to be known as the Grey Memorial Hall. The estimated cost will be from $12,000 to $15,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a very good month. Seeding operations were well completed by the middle of the month, but root and corn planting was somewhat delayed owing to the wet weather. Prices for farm produce remained high, butter ranging on the local market from 30c. to 32c. per lb., while the creameries realized from 27c. to 29c. Cheese sold for 10c. to 12c. on the local cheese boards. Hay took a drop, and towards the end of the month sold for $10.00 per ton. The crops give evidence of being exceptionally good; in some places the barley was heading out. The county of Oxford received during the month something over $26,000 from the Ontario Government as their proportion for moneys spent on good roads.

It is expected that by the first of July, the first trains will be run over the St. Mary's and Embro extension of the C. P. R. Work was being rapidly pushed forward to connect with the main line near Woodstock.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers and plasterers had a quiet month, not much building being projected, apart from some dwellings. Painters and decorators were very act ve.

Metal.—Moulders were nearly all steadily employed, though there was no special activity. Machinists and engineers were quiet. Electrical workers were very busy, it being difficult to keep up with the work. Towards the end of the month the Bell Telephone Company had a squad of linemen working in the district. Stove mounters were fairly well employed. Horseshoers reported a falling off in employment.

Woodworking. — Woodworkers were growing busier, though full staffs were not yet on. Furniture workers were busy on the cheaper lines of case goods, etc. Later, the demand for these goods fell off, and n its place came a demand for a better grade of chairs and sideboards, with stocks not very complete. Woodcarvers were quiet. Church organ makers reported a very busy month, with orders ahead. Workers in reed organ factories were quiet, and the same may be said of piano makers. Wire fence makers

were very busy, orders being unusually good. Carriage and wagon makers were quiet, a number of men being still out of employment. In one factory work might be termed normal. Coopers were quiet.

Printing.—Printers and pressmen were steadily employed.

Clothing.—Journeymen tailors were busy.

Food and tobacco preparation.—Bakers and confectioners were hardly normal. Butchers and meat cutters were quiet, owing to difficulty in getting suitable carcasses. Cigarmakers reported no improvement over the previous month.

Leather.—Tanners and curriers were busy.

Miscellaneous.—Barbers reported an improvement over the previous month. Laundry workers continued very active.

Transport.—Freight handlers were busier than during the previous month, as were also express drivers and cartage men.

The *unskilled labour* market was overcrowded.

DISTRICT NOTES.

Ingersoll.—Trades generally, were very active in Ingersoll during the month. Moulders were very busy, working overtime. Woodworkers and all tradesmen engaged at the Noxon works were working full blast. The Reid Foundry and Machine Company took over the business of the Ingersoll Foundry Company and operations were commenced.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market has improved as compared with last month. In the building trades the season's work is well advanced. Contracts were let for a new Lutheran church this month. Thirty-eight building permits were issued during April; the amount of permits issued the corresponding month of last year was $53,700, showing a decrease for April 1908, of $35,388. The reason given for the decline this year is that the city is will supplied with houses. A new clothing factory has commenced operations on special ordered clothing; from 15 to 20 hands are employed, and the staff will be increased later. Wholesale and retail merchants reported trade very good. There have been no changes in hours of labour or rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops are looking well and the outlook has not been better for years. The price of butter is 25c. to 27c. per lb.; eggs, 16 to 17 cents per doz.; potatoes, 90c. to $1.00 per bag.

Manufacturing.—Although claiming to have less orders than last year on hand, all the factories were fairly well employed.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were busy. Painters and plumbers were active, and stonecutters and builders' labourers were well employed. Owing to the alterations in the building of the Grand Trunk Railway shops, a number of machinists and fitters were laid off. Blacksmiths and horseshoers had a good month. The *woodworking, printing, clothing, food and tobacco preparation, leather, miscellaneous* and *transport* trades were active. *Unskilled labour* found employment scarce.

DISTRICT NOTES.

Listowel.—The council will submit by-laws to the ratepayers on June 22, for $18,000 to erect an electric light plant, and for $6,000 for waterworks purposes.

St. Mary's.—A contract has been received for five hundred carloads of St. Mary's crushed stone. This will give employment to more men in the crushing mill and quarries.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of May was disappointing to workers in foundries and factories, as

t was hoped that business would brighten. t has not done so to any appreciable extent. There is hardly a factory or foundry in the city that is not running with a considerably reduced staff. As was expected in the building trades, the greatest activity has prevailed, the following buildings having been commenced: Hygienic Institute, $50,000; McMahon & Granger's wholesale clothing warehouse, $22,000 Smallman & Ingram's departmental store; Geo. White & Son's engine and boiler works, $15,000; Fair Ground buildings to be painted; public school, $22,000; and the London Concrete Machinery Co's addition. Work has also commenced on the paving of Dundas St. for five blocks, and on the north end trunk sewer. The customs returns for April showed a marked decrease from the same month last year.

The police department has granted increases to the force as follows:—

Chief of police, from $170.40 to $187.44 per month.
Sergt.-major, from $99.08 to $108.99.
Detective sergeant, from $89.84 to $98.82.
Three sergeants, from $84.53 to $92.98.
Two detectives, from $84.53 to $92.98.
Two acting sergeants, from $2.50 to $2.75 per day.
Nineteen first-class constables, from $2.23 to $2.45 per day.
Six second-class constables, from $1.90 per day to $2.09 per day.
Eleven third-class constables, $1.75 to $1.92 per day.
From these sums there is deducted some six per cent. for the police benefit fund.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were all working, with trade prospects fairly good. Carpenters and lathers were busy. Painters reported not so much repair work as usual. Plumbers were a little busier. Builders' labourers were almost all working.

Metal.—Moulders reported trade only fair, reduced hours still being worked. Iron workers were not very busy. Linemen were busy, with stove mounters slack, and meta and brass workers working short hours.

Woodworking and furnishing.—Carriage and wagon workers were not very busy. Carbuilders were working more steadily than they were.

Printing.—Printers were nearly all engaged, but some of the job offices were slack. Lithographers were busy.

Clothing.—Journeymen tailors were very busy. Garment workers reported trade fair. Boot and shoe workers were busy.

Food and tobacco preparation.—The local biscuit and candy factories continued on short time. Cigarmakers were dull.

Leather.—Tanners were busy.

Miscellaneous.—Furriers were working only four days a week. Broom makers reported trade good.

Transport.—Train crews had a bad month, a number of enigneers and firemen having been set back. Draymen were very slack, but teamsters were busy.

Unskilled labour. — Civic contracts have furnished work for a large number, but there were hundreds of idle men about.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the condition of the labour market during May compared with the preceding month, except that activity was greater in the building trades. During the month, all mechanics engaged in this line were well employed. During April, building permits issued totalled $27,000. On May 12th, the working hours of the Pere Marquette shops were reduced from ten to eight, and a few men were dispensed with. However, it was found necessary to return to full time on May 19th, and since that date the men employed in these shops have been working full ten hours. Twenty-five men employed in the Michigan Central round-house had their wages reduced five cents per day. The men affected were chiefly cleaners and sweepers. Conditions in the Michigan Central shops remained unchanged. An order received towards the latter part of May was responsible for the car shops closing down until the end of the month. During this time the only men employed in this department were men engaged in doing work which was absolutely neces-

sary. While the locomotive shops were also closed down, a good part of the time, a number of men found employment part of each day. Men working in the round-house were kept busy on repair work. Just how long this condition will remain in effect cannot be ascertained, but it is expected that before long, the shops will resume regular time. An effort was made to have free postal delivery inaugurated, but as the streets had not been properly numbered, it was necessary to postpone arrangements for the present. Friendly relations prevailed between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The favourable weather conditions for the past few weeks have done much to assist the farmers in getting their seeding done, and there promises to be good crops in this locality. Wheat shows above medium, the slow growth last fall being responsible for lightness in the crop. The hay crop promises to be very heavy in this locality. Fruit is showing up well.

Manufacturing.—Local factories have been kept well employed, with the exception of the Canadian Iron and Foundry Company, which is still working short time.

The *building trades* were actively employed during May, but iron moulders, iron workers, machinists and blacksmiths had a quiet month. Furniture employees were well employed, and printers had a busy month. Tailors were well employed. Bakers and confectioners reported the month much more active than the preceding one. While there were a number of railway employees laid off, those who were kept in the service reported the month an active one. Employees on the spare list had an average month. Street railway employees were well employed. *Unskilled labour* was well employed, and men really desirous of procuring work had no difficulty in doing so.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a slight improvement in the labour market during the past month, although there are still a number who are only able to secure a few days' work at a time. The building trade so far has been very dull. Only seven building permits have been issued since the 1st of January, the highest being for $1,800. Repairing and remodelling is all that can be looked for, for a time at least, and in consequence the planing mills are not running to their full capacity. Foundry and machine shops have fared much better, and are running full time with the same number of men as in 1907. The carriage trade is only fair, as in one instance the factory is only employing about one third of the usual number, while the Chatham wagon works, which build wagons and carts only, are running steadily and report a large number of orders on hand. The Chaplin wheel works, which usually employ about one hundred men, are running three or four days a week, with about forty-five hands.

The box factory is now fully equipped, and is running overtime two days a week, and full time the other four. Orders are on hand for 200,000 boxes, and about fifty men and boys are employed. The Wolverine brass works employ about forty men and boys at wages from $1.00 to $3.50. The latter figures are for skilled nickel platers.

On the whole, trade is far behind that of the corresponding month of 1907, and the predictions are that only an abundant harvest with present prices will bring a change in the district.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The month has been exceedingly favourable to the farmers, who have sown a large amount of sugar beets and corn, and are at the present time

preparing for beans. Notwithstanding the financial stringency, the farmers hold out for higher prices. The prospects were never better at this time of the year for an abundant harvest in this district. The indications are that the fruit crop also will be the largest for some years.

Railroad construction and employment.—The electric cars are now running to Lake Erie and are a great convenience to the farmers and the travelling public.

CONDITION OF PARTICULAR TRADES.

Painters were fairly well employed, and plumbers and paper hangers were busy. Other building trades were quiet. Machinists and moulders reported trade improving. Printers and tailors reported conditions good. Bookbinders were quiet. With bakers and confectioners trade was fair. There was no demand for unskilled labour.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed in all branches during May. The paving of several streets and the laying of cement sidewalks gave employment to numbers of men and teams. The building trade was not as busy as a year ago, owing to the money stringency, and there is a house famine, some families being forced to live in Detroit. Houses suitable for mechanics renting at 10 to $15 per month are urgently needed. One large real estate dealer stated that he could rent 100 houses if he had them. Wholesale and retail trade was fairly good. There were no strikes.

CONDITION OF LOCAL INDUSTRIES.

Owing to the rain, farmers were late with seeding, but the prospects are favourable for a large crop of hay and fruits, and the fall wheat is looking well. Manufacturers were fairly busy.

CONDITION OF PARTICULAR TRADES.

All connected with the *building trades,* with the exception of bricklayers, were well employed. Conditions were fairly good in the *metal and engineering trades,* with horseshoers and blacksmiths busy. All branches of the *woodworking and furnishing* trades were fairly well employed. Printers and pressmen, journeymen tailors and garment workers were fully employed, also cigarmakers, but leather workers were somewhat quiet. The *miscellaneous trades* had a fair month, but *transportation* was not heavy and several train crews were laid off. Steamboatmen, street railwaymen, draymen and teamsters were fairly busy. *Unskilled labour* was fairly well employed.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of labour during May was greatly in excess of the demand. This was largely owing to the shut-down of the steel plant and blast furnaces. The Lake Superior Company's power house and the Tagona Water and Light Company's plant were totally destroyed by fire. This necessitated the closing down of the Sault Ste. Marie Pulp and Paper Company's pulp mil , as it depended on the destroyed plants for its power The shut down of the pulp mill will be temporary, as it is expected to be running again before June 15. The paper mill of this company was totally destroyed by fire. The fire caused a loss of about $350,000 and two of the company's employees lost their lives. Steamboat men report passenger traffic ahead of last year to date. Package freight was normal, but there was very little movement of other freight. The O'Boyle Brothers Construction Company is building a five mile spur for the Superior Copper Company from its mine to the Algoma Central Railway. This work will be pushed ahead as rapidly as

possible and is expected to be completed before October 1. About 250 men are employed at wages of from $1.50 to $2.50 per day. Business was quiet in nearly all lines. Factories were running light. Traffic through the ship canals here was light, few of the large freighters running. This was largely accounted for by the stock of ore at lower lake ports. The skilled trades generally were quiet.

PORT ARTHUR, FORT WILLIAM, ONT, AND DISTRICT.

Mr. R. B. Harston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The opening of navigation found the labour situation at the head of the Great Lakes in a healthy if not particularly active condition. Extensive building operations, both at Port Arthur and Fort William, combined with the resumption of work at the sawmills and considerable railway work in the vicinity, has given employment not only to resident workingmen, but has engaged many of those who spent the winter in the woods of New Ontario. There is, however, little demand for unskilled outside labour nor will there be until the Grand Trunk Pacific and Canadian Northern railways decide definitely on their programme of construction for the coming summer.

PARTICULAR INDUSTRIES AND TRADES.

Agriculture.—With the growth of Port Arthur and Fort William, agriculture is receiving more attention than formerly, but the demand for labour in this department is as yet limited.

Building.—Carpenters, bricklayers and masons have found no difficulty up to the present in obtaining employment on the various new buildings in course of erection in both towns. In this respect Fort William is the leader this season. In addition to the work of erecting elevator "D" for the C.P.R., at a cost of $650,000, building permits have been issued for more than $300,000 worth of business houses and dwellings. In Port Arthur while few contracts of importance have as yet been let, it is understood that local architects are figuring on the erection of several brick and stone buildings in the business portion of the city, while building operations in the residential section show normal activity. All tradesmen are obtaining work at rates of pay on a par with last year and there appears to be little fear that any strikes will interfere with the season's operations.

Fishing.—A fleet of some 25 tugs and as many sailing craft will put to sea by the middle of the month and there is every reason to expect a banner year in the fishing industry. There are some 200 men employed in this business, exclusive of the force maintained at the depots and a conservative estimate of the catch places it at $175,000.

Railway construction.—At present the Grand Trunk Pacific has ceased grading on the branch having its terminals at Fort William and is confining its operations to the completion of the bridge at West Fort William and to laying some steel on the grade completed last season. The Canadian Northern has already hired a great number of men for section work on the main line to Winnipeg, and the regular work on the spring repairs and betterment of way are being rushed all along this section. The Canadian Pacific is rushing the work on the double tracking of the line to Winnipeg and hundreds of men will find employment during the summer on this construction. It is expected that the work will be completed by the middle of October, in ample time to aid in the eastern movement of the crop.

Local improvements begun last season by both city corporations are being continued with considerable activity. The work is confined principally to the improvement of the streets and the extension of the sewerage and waterworks systems, and is giving employment to journeymen as well as unskilled labourers.

Lumbering.—The last winter has been a record breaker in the lumbering industry. The weather proved splendid for work in the bush and the output of ties alone will total over 3,500 000. In this district there were some 35 camps employing in

the neighbourhood of 3,300 men, and while all these, with the exception of some 500 employed on the drives, have been paid off in Fort William or Port Arthur all have been able to find employment either here or in the West, and there are few if any competent men on the streets. Many have found employment in the Port Arthur mills operated by the Pigeon River and Virgars Shears lumber companies which have opened for the season, and this number will be increased in the near future when the mills put their double shifts to work.

Mining.—The Atikokan Iron Company is preparing to resume work with its blast furnace in Port Arthur and at present some thirty men are employed at the plant completing the work preliminary to blowing in. It is expected that the furnace will be in full operation by the end of the month. The plant of the Canadian Iron and Foundry Co., Ltd., employing over 200 men, is located at West Fort William and has for the past fortnight been running full time. The company has contracts in sight that will test the capacity of production for the entire season, and it is probable that the number of employees will be increased in a short time.

Prospecting.—Greater activity prevails in this direction than ever before. Finds during the winter were most promising and not only will a larger area be covered this year than last, but much more extensive development will be done. This applies more particularly to iron, silver and gold. In connection with the latter two owners of some properties are showing their faith in the value of their mines by erecting mills and other necessary plant for the reduction of ore produced by them and the output of others in their locality.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There is a large surplus of unskilled labour in Winnipeg endeavouring to get employment. The situation is more serious than it has been for some years. Apparently it is caused by immigration into Winnipeg of large numbers who expected to get employment upon railroad construction work, but the demand for labour for this class has not been nearly so great as was expected. Reports are current, which cannot be officially verified, to the effect that the Grand Trunk Pacific will employ some thousands of men in the course of a few weeks. In the meantime there are large numbers in Winnipeg suffering acutely through not being able to get employment. The demand for men, as compared with the corresponding period of last year, is not satisfactory from the workmen's standpoint. No trade can be said to be active, and there are more hands asking for work than can be employed. Transportation appears to be steadily increasing and it is reported from several jobbing houses that the demand for goods is improving although storekeepers are not buying anything but what is actually necessary. According to bank clearings the volume of business is just about the same as last year. To give employment to as many of the unemployed as possible it was proposed to pay them less than the municipal minimum wage. The reason given for this course was that the men taken on in that way could not do the work as satisfactorily as those with experience, and the engineer in charge protested that he could not do the work within the estimate unless he were permitted to select the men to do it. The work in hand is that of street paving and the city engineer has to tender upon this in competition with contractors. Another objection to paying less than the minimum wage came from the Trades and Labour Council of Winnipeg. Considerable relief was afforded by the Street Commissioner's department which gave occasional days of work to those with families.

The report of the Assessment Commissioner for the city of Winnipeg was submitted to the city council in May and showed the growth of the real value of property, and of assessable personal property to be as follows:—

	Real property.	Personal property.	Total assessable property.
1900	$ 21,316,000	$ 3,761,460	$ 25,077,460
1901	22,355,600	4,050,170	26,405,770
1902	23,938,860	4,676,950	28,616,810
1903	30,873,910	5,399,490	36,273,400
1904	41,106,870	7,108,080	48,214,950
1905	53,786,070	8,941,560	62,727,630
1906	69,624,550	10,887,175	80,511,725
1907	93,855,500	12,333,333	106,188,833
1908	103,051,500	13,349,160	116,400,660

The assessor's estimate of population for eight years back is as follows:—

Year.	Population
1900	42,534
1901	44,778
1902	48,411
1903	56,603
1904	67,265
1905	79,795
1906	101,057
1907	111,717
1908	118,252

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crop reports from all parts of the Canadian West are of the most hopeful kind. In every district there has been an abundance of moisture and the temperature has been most favourable to healthy growth. It is the concensus of opinion among experts that the conditions are more favourable than they have been for many years. As compared with the season of 1907 all crops are fully three weeks ahead.

Fishing.—The fishing fleet at Selkirk has started for the fishing grounds of Lake Winnipeg and a more than ordinarily active season is expected.

Lumbering.—Very little employment was offering.

Railroad construction. — Although a very large amount of railroad construction is being carried on there are more men endeavouring to get employment than there is a demand for.

CONDITION OF PARTICULAR TRADES.

Every branch of the *building trade* is quiet. The foundations of the new home for the Winnipeg branch of the Bank of Nova Scotia are being put down and this building will be erected during the summer. It is reported that the contract for the erection of the new union depot for the accommodation of the Canadian Northern, the Grand Trunk and the Grand Trunk Pacific has been let. The contract price is just under $900,000. So far, however, no work has been done. A large apartment block is being erected upon Broadway and there are several new residences being built. The volume of building on the whole is much less than it was last year and it is feared that it will be small for the whole year. This unexpected diminution of the volume of building has left many mechanics, in all lines of the building trade without employment. Many are leaving the city, but those with families find it difficult to do this. The brick yards at St. Boniface are also very quiet and some have large stock on hand. Very little making will be done this season as the stocks on hand will suffice to meet the demand.

In the *metal* trades conditions are slightly better than in most other trades, but the prospects depend largely upon the crop outcome.

All the *woodworking trades* are quite in sympathy with dullness in the building trades.

Printing.—Bookbinders are very slack and the same may be said of etter press printers. The lithographers say that business shows signs of improvement. Some of the daily newspapers have cut down their staffs slightly.

Clothing.—Slackness prevails in the clothing trades; the fine spring weather did not induce the activity that was expected.

Food and tobacco preparation.—Confectioners and bakers are finding trade slack. In the cigarmaking industry conditions are normal.

Leather.—Saddlers are busy and trade prospects are regarded as being very satisfactory.

Miscellaneous.—There is a large number of men seeking employment at indoor work and they find it very difficult to get.

Transport.—In transportation circles it is said that the number of men employed is very much below the usual standard. In the shops quite a number are being laid off.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Building operations were not in full progress, but the season is early yet, and all those in the building trade still unemployed will likely find employment in a few weeks. Plans are in the hands of the architect for a new convent, 46x76, three stories high, to be constru ted of brick with cut stone facings. There was no special activity in any of the trades, excepting with painters and paperhangers who were active. Transportation companies were not busy, and wholesale and retail trade was only fair.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The seeding of wheat is completed, and the splendid weather has made the farmers very optimistic as to the future. The farmers are now busy planting the coarser grains and a record amount of this kind of work will be done. Considerable attention will be given this year, to the raising of vegetables. The A. E. McKenzie Company, which was awarded the contract of delivering seventy-five thousand bushels of oats to be used for seed in the western provinces, fulfilled its contract. The stock was brought to Brandon, cleaned, inspected, sacked and distributed to different points along the Canadian Pacific Railway, principally in Saskatchewan.

Manufacturing.—The Ha bury Manufacturing Company is installing new machinery.

Railroad construction and employment. Canadian Northern Railway contractors are now busy on the Rossburn extension and are at present grading the line through the village. The Grand Trunk Pacific Railway Company is sending out additional men for construction work, and the work is being hurried.

Other industries.—The annual meeting of the Brandon Winter Fair and Live Stock Association was held during the month. The reports of the different officers showed the association to be in a flourishing condition. The report of the winter fair of 1908 was received and adopted. In every department a large increase was shown over the previous year.

CONDITION OF PARTICULAR TRADES.

Painters, decorators and paperhangers found employment brisk, but plumbers, stonecutters and builders labourers were somewhat quiet. Dullness was the rule in the metal trades, and in the *woodworking and furnishing trades.* Printers, journeymen tailors, garment workers, bakers, confectioners, butchers, meat cutters, and ice-handlers were active. Cigarmakers found conditions normal. Quiet conditions prevailed with tanners and curriers, and with furriers. Barbers, clerks, stenographers, delivery and laundry workers were active. Passenger traffic remained heavy, otherwise transportation branches were somewhat quiet. Carters and draymen were active. The city employed a number of unskilled labourers, and others have found employment with the farmers, but there still remained a surplus unemployed.

DISTRICT NOTES.

Bird's Hill, Man.—Spring commenced a month earlier than last year and there is a much larger acreage under cultivation. Land prices are increasing rapidly.

Prince Albert, Sask.—The ratepayers endorsed an expenditure of $90,000 on the erection of a high school.

Saskatoon, Sask.—The ratepayers of Saskatoon have endorsed some heavy expenditure for civic improvements, viz., $55,000 for a municipal hospital; $25,000 for a fire hall and its equipment; $20,000 for traffic attachment to the new C.P.Ry., bridge, and $130,000 for an extension to the waterworks and sewerage system.

Virden, Man.—Farm help is very scarce.

Fillmore, Sask.—By a recent concession, where 40,000 pound cars are not available a farmer having from 700 to 800 bushels of wheat to ship can have a 65,000 pound car, with the privilege of paying freight only on the actual weight of grain loaded into the car.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the month, in so far as skilled labour was concerned, was practically the same as during the preceding month. A few building permits have been taken out for dwelling houses, etc., but with the exception of the new Land Titles' Office and the Post Office there are no other large buildings under construction, with the result that the building trade is very quiet and numbers of men are unemployed.

Tenders for the Provincial Legislative and Executive buildings are being called for, and will be received up to 4.30 p.m., Monday, June 22nd. Each tender must be accompanied by an accepted cheque for $100,000 payable to the Commissioner of Public Works at Regina, which deposit will be forfeited if the tenderer fails to execute the contract when requested.

The organization committee of the Trades Council reported the completion of work in connection with the Tailors' Union. Prospects are good for healthy progress as the best of feeling prevails between employers and employees. The working tailors have drawn up a contract with regard to the payment of wages fortnightly, which was accepted by the employers.

All the unions in the city are affiliated with the Trades and Labour Council with the exception of the Plasterers' Union and the Bricklayers and Masons' Union. This latter organization seceded last month.

Many labourers have found employment on street and park improvement work, but building labourers are inactive.

Owing to the number of men who are unemployed in the carpenter's unions, it was decided to petition the contractors with a view to reducing the hours of work from 10 to 9 per day in the hope that it will provide work for a larger number of men .

A deputation from the Regina Trades and Labour Council waited upon the Provincial Government praying for the introduction of a Workman's Compensation Act and for the appointment of a Factory Inspector. The deputation was cordially received and their representations promised consideration.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from the surrounding districts are very encouraging. It is confidently anticipated, from the favourable conditions so far, that the yield this year will be an exceptionally good one.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, stonecutters, masons, carpenters and joiners, and lathers were dull. Painters and decorators, plumbers, gas and steam fitters were fairly active. Builders' labourers were very dull.

Metal.—Electrical workers and sheet metal workers were dull.

Printing.—Printers were fairly active, linotype operators being in demand and the general condition of the trade is brighter than at any time this year.

Food and tobacco preparation.—Cigarmakers were fairly active and reported improving conditions.

Miscellaneous.—Barbers were somewhat quiet, and laundry workers were active.

MOOSEJAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of labour during May was slightly better than in April, as there was more activity in the building trades, though there is little or no improvement work in connection with streets or walks going on at the present time. It is intended in the near future to improve the City's Electric Power Plant. There are a large number of private residences, etc., under construction. Transportation, as

far as freight is concerned, has not improved, but passenger traffic is still heavy, and the Soo-Spokane train, and No. 1 & 2 west to Calgary are again in service. Several work trains were also put in commission. Six steam shovels are in operation out of Medicine Hat and Moosejaw, each giving employment to about 125 men in the various works connected with their operation. With regard to the employment of skilled workmen, there has been no greater amount of work than labour available. There is sufficient help o be had for almost all kinds of work. In the railway shops the men are still working short time, the erecting shops being closed for one week each month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Should the present favourable weather continue the greatest harvest ever known here will result. The grain is practically all sown and mostly showing above ground, being fully six weeks in advance of last year. With the increased acreage, transportation is likely to be taxed to its greatest capacity.

Lumbering was fairly active.

Manufacturing and mining were somewhat dull, but very active conditions prevailed with *railroad construction* and employment, particularly in the northern parts of the district. A great amount of road improvement work was underway.

CONDITION OF PARTICULAR TRADES.

The *building* trades were fairly busy, with the *clothing* trades somewhat active, and *food and tobacco preparation* trades very active. *Leather* workers were also fairly busy, while activity was the rule with the *miscellaneous* trades, with barbers and laundry workers busy. All branches of *transportation* were fairly busy. The demand for *unskilled labour* was scarcely equal to the supply.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market improved somewhat during May and a number of men secured employment on new work, but there were still a numbe- of men out of employment, and on the whole more unemployed than at the corresponding date last year. The prospects for the future are not very bright. No new industries have started and no new civic work commenced. Transportation, and bank clearings improved, but in each case the showing was not as good as for the corresponding month of last year. Wholesale and retail trade showed an improvement over last month. There were no changes in rates of wages or hours of labour. A strike of the workmen employed on the construction of the new city hall took place on the 19th instant in which forty men were affected. The trouble arose over the payment of the men's wages, they wanted to be paid on the works instead of having to go to the office for their pay after quitting work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding was practically over by the 10th of the month and everything looks promising for a good crop. Vegetation was much earlier this year. The pure Breed Stock Breeders' Association held its annual show and sale May 19–21, at which some 260 head of pure bred bulls were offered for sale; one bull was sold for $400, the highest price obtained. Prices did not average as high as last year. Beef being lower on the range than it has been for several years and money being tight.

Lumbering, was not as brisk as last year, and the same may be said of *manufacturing.*

There was very little *railroad construction* work being done in southern Alberta. The only work of this nature under way was between MacLeod and Lethbridge, whe e some 200 teams and a number of men were employed.

CONDITION OF PARTICULAR TRADES.

Quiet conditions prevailed in the *building trades,* except with painters and paperhangers who were active. The same applies to the *metal and engineering trades,* with the exception of electrical workers and linemen, blacksmiths, sheet

metal workers and jewellers, who were active. In the *woodworking trades*, woodworkers, carriage and wagon makers, and car builders found employment active. The *printing trades* were quiet, while the *clothing trades* were busy. *Leather* workers and saddlers were active; also those engaged in *miscellaneous trades*. Barbers, clerks, stenographers were busy. Activity was the rule in all branches of *transportation*, and among *unskilled labourers*.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during May was quiet throughout the Kootenay district, there still being a surplus of men, though considerable improvement has taken place in comparison with the past two months, owing chiefly, to the starting up of the British Columbia Copper Company's mines in the Boundary district. The Customs returns for the month of April were reported to amount to $34,952.50 as against $23,066.23 for the same month in 1907, showing a substantial increase for April 1908.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The lumbering industry is improving slowly, about half the mills now running, though the camps are dull. Apparently the revival of this industry awaits the harvesting of a successful crop in the adjoining prairie provinces. About 2,000 men are employed at present. The common labourer is paid on an average 50c per day less than at this time last year.

Mining.—On May 19, the coal miners at the Michel collieries went on strike, the reported cause being the refusal of the company to employ one of the union men at that place. Though it had been reported that an amicable arrangement to continue work had been effected, when the miners reported for duty on the 23 instant, twelve of their number, it is said were refused work. The union then decided to continue the strike, leaving the mines at Michel idle and throwing approximately 1,200 men out of employment. A force of about one dozen, it is reported, have been started to work on the Silver King mine, near Nelson, with the prospect of a larger force being employed. It is reported that the Queen mine at Salmo has been sold to Wisconsin capitalists for $175,000. At present the property is being opened up by a force of 38 men, and a mill of ten stamps is in constant operation, while there is an additional set of ten stamps at Salmo awaiting the opening of the road, which when in operation will double the capacity. Several other properties in this district are to be opened up this summer.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was fairly active with few white men out of employment, but conditions were not as good as at this time last year, although many industries are gradually recovering from the effects of the money stringency The lumbering industry, which had large stocks left over from last season, is slowly improving, with prospects favourable for a good season's trade. A pottery, where brick, tiles and sewer pipes will be manufactured, is about to be located at Burnaby, near New Westminster, a good body of suitable clay having been secured. A Trades and Labour Council has been formed in this city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding in the Fraser Valley was about finished and it is estimated that a 20% arger acreage is under crop than last year. The spring so far has been cold and backward, but is very favourable to the fruit crop. A colony

of settlers from the island of Mauritius have purchased a large tract of land near Mission City, and purpose going into the fruit raising industry.

Fishing.—On the Fraser River the fishing industry is very quiet, few spring salmon being taken, for which the fishermen were obtaining good prices.

CONDITION OF PARTICULAR TRADES.

Generally activity was the rule in *building, metal and engineering, printing and clothing* trades, and with steamboatmen and street railway employees; but quiet conditions prevailed in the *woodworking, food and tobacco preparation* and *unskilled labour.*

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

On the whole, the condition of the labour market was not satisfactory. A large number of workmen in nearly all branches of industry were unemployed and propects for the future are not encouraging. With several exceptions the trades were more or less inactive; in some not more than half were working. Real estate dealers reported business normal and that no real estate was being sold on speculation. Rents continued high. The city council passed a by-law fixing the rate of taxation on rateable property at 22.22 mills. For the first time in many weeks bank clearings for the year ending May 7 showed an advance over those of the corresponding period of 1907. There has been a marked improvement in the financial situation throughout British Columbia. A new bank has been established.

Some nine months ago $300,000 was voted by the ratepayers for the construction of new sewers; up to the present only six gangs of diggers have been put to work, the pipes having not yet arrived. Bonds already voted by the ratepayers, amounting to $1,975,000, will be offered for sale within the next two months. By-laws will be submitted authorizing the raising of $750,000, urgently needed for improvements. The following are the expenditures involved in the sale of civic bonds:—Sewers, $300,000; streets $230,000; bridges, $1,170,000; hospital, $130,000; schools, sum, $175,000.

CONDITION OF PARTICULAR TRADES.

The *building trades* were only partially employed; the number employed and unemployed was about equal, and the members of these trades were not sanguine of immediate improvement. In the *metal, engineering and shipbuilding trades* about two-thirds of the moulders were unemployed; the shops were all working with reduced staffs Blacksmiths reported trade fairly good, but boilermakers were somewhat quiet. Quiet conditions prevailed in the sheet metal trade, while jewellers reported trade good on repairs, but practically no manufacturing under way. Comparative inactivity prevailed in the *woodworking, printing and clothing trades,* with a number of printers out of work. In the *food and tobacco preparation trades,* the bakers, confectioners, etc., a large number were out of employment. Cigarmakers reported trade picking up, but a majority of the cigarmakers were still unemployed. Quiet conditions prevailed in the *miscellaneous trades* and *transportation.* Passenger traffic, however, was very heavy. A very large number of unskilled workers were unemployed.

VICTORIA, B. C., AND DISTRICT.

Mr. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the past month labour has been well employed, practically all the industries being run to full capacity. All surplus labour was not employed, and the city yet contained a number of unem-

ployed men. In the building trades this condition was particularly noticeable although work approximating the value of $500,000 is being carried on. It was expected that by this time much of the surplus unskilled labour would have been consumed in new city local improvement works for which by-laws were passed over a month ago, but owing to the question having arisen as to the legality of the vote on the by-laws this work has not yet been started. It is expected that it will be settled in the very near future. During April the building permits taken out at the city amounted to $128,600. This is the largest monthly total for the year up to date. The majority of the permits were for dwellings, with $19,000 for repairs to the Mahon Block, and $13,000 for the new Chinese Girl's Rescue Home.

A new industry has recently been started by the B. C. Foundry Co., of Esquimalt, for the manufacture of Manganese bronze to be moulded into blades for propellors. Local bank clearings for April were $4,634,089 as compared with $4,290,782 for the month of March. For the first four months of the present year the aggregate clearings were $17,588,687 compared with $16,274,249 for the same four months of last year. Both wholesale and retail trade were in a healthy condition.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers throughout the district are in good shape owing to the favourable weather. It is expected that crops of fruit, vegetables and grain will be above the average.

Fishing.—It is said that there will be very little done in the fishing industry this season, and at present but very few of the traps are being put in operation for the early run of salmon.

Lumbering.—All the mills here are still running to full capacity and the factories in connection with them are also busily employed.

Brick-making.—All the brick-making plants in the city, of which there are three, have all been doing a good business. The Sidney, Brick and Tile Company, at Sidney is now installing machinery and will have a capacity of 48,000 per day. The Silica Brick Co's works at Atkins is also turning out a great amount of their new brick. This makes five brick plants in and around the city.

CONDITION OF PARTICULAR TRADES.

Building.—All branches of the building trades have been well employed during the month, though there are still some in the carpentering, painting and plumbing lines who have not had steady employment. This is owing to recent arrivals.

Metal, engineering and shipbuilding.—Iron moulders and iron workers were fairly busy. Machinists found trade in a normal condition. Lineman have been well employed of late putting in new cables in the business part of the city. Stove mounters and moulders were well employed. Boilermakers, and iron ship builders have been employed mostly on repair work. Shipwrights and caulkers have found trade not so brisk as during the past few months.

Woodworking and furnishing.—Woodworkers were moderately busy as also were patternmakers.

Printing.—Printers and pressmen in the newspaper business have been well employed and commercial job printing has been fairly brisk. At the same time there were plenty of men on hand and a few instances have been noted of men out of regular employment.

Clothing.—Journeymen tailors have been well employed, Garment workers were busy.

Leather.—Harness manufacturers reported business very active and the outlook is bright.

Miscellaneous. With the great number of visitors coming to the city the hotel and restaurant employees have had a busy time.

Transport.—The rate war existing between the C. P. R., and Inland Steam Navigation Co., between Victoria and Puget Sound Ports, has made business good for hack and auto drivers.

Unskilled.—While there is a good deal of unskilled labour employed at present, a large number are still out of work.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market remained unchanged from last month. There were still a large number of men unemployed especially among loggers and millmen. Business men reported trade quiet and uncertain, There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have nearly completed seeding.

Fishing.—There was no activity outside of the local trade. The whaling station on the west coast is having fair success in spite of heavy weather.

Lumbernig.—At the sawmills, work was very quiet. The logging camps were mostly idle.

Mining.—The coal mines in the district were still working short time, and a number of men were out of work. It is hoped the northern trade will soon open up.

Railroad construction and employment.—Work on the railway extension is being hurried as fast as possible, but plenty of men are available. Land clearing is still going on, the labour employed is mostly Oriental.

CONDITION OF PARTICULAR TRADES.

Quiet conditions prevailed in the *building trades,* excepting with carpenters, joiners, and plumbers who reported employment active. In the *metal* trades machinists and engineers were quiet, but blacksmiths were fairly well employed. Carriage makers were also fairly well employed, but not so well as is usual at this time of the year. The other trades were somewhat quiet. In the case of unskilled labour dullness was the rule, though some labourers were provided with civic improvement work.

ORIENTAL IMMIGRATION—REPORT OF THE DEPUTY MINISTER OF LABOUR ON HIS MISSION TO ENGLAND RE IMMIGRATION TO CANADA FROM THE ORIENT AND FROM INDIA IN PARTICULAR

THE report of Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, on his mission to England during the months of March and April, 1908, to confer with the British authorities on the subject of immigration to Canada from the Orient and immigration from India in particular, was presented to parliament under date of May 4th, 1908.

The opening paragraph of the report sets forth the circumstances and objects of the Deputy Minister's mission, as detailed in a report of the committee of the privy council approved by His Excellency the Governor-General on March 2nd, 1908 (*). This was followed by a brief outline of Mr. King's movements in conducting negotiations with the British authorities (**). The full text of the remainder of the report is as follows:—

(*) The text of this report was published in the *Labour Gazette* for April, 1908, at page 1236.

(**) For a statement in this connection see the *Labour Gazette* for May, 1908, at page 1360.

NATURE OF INTERVIEWS.

It is, perhaps, sufficient to direct attention to the words of the report of council above quoted, to the effect that foreign relations and considerations of high imperial importance are involved in the question of Oriental immigration, to make it apparent that a minimum of publicity is desirable in the matter of representations bearing upon this subject. It has seemed in the public interest, therefore, that the several representations and the views of the authorities of Great Britain and Canada, respectively, should be set forth, together with an account of the negotiations, in a confidential memorandum to accompany this report, and that reference should here be made to such phases only as seem deserving of explicit

mention, and the results of the negotiations outlined just in so far as may be necessary to afford a satisfactory understanding of the outcome of the mission. The adoption of this course will explain the brevity of this report.

The question of the migration of the peoples of the Orient, and the problems to which it gives rise, whether it be in connection with immigration or emigration as between different parts of the British Empire, or between portions of the British Empire and foreign countries, is by no means a new one to the British authorities. Australasia, South Africa and India have each forced a consideration of the subject upon the attention of British statesmen for years past. Of the outlying dominions, Canada's experience has been the most recent, though in kind, the issues and possibilities involved are much the same. As between Great Britain and Canada, the effect of this is not without its advantage to the Dominion. It has afforded in England a ready appreciation of Canada's position, and an understanding of the sort of considerations of which it is necessary to take account. That Canada should desire to restrict immigration from the Orient is regarded as natural, that Canada should remain a white man's country is believed to be not only desirable for economic and social reasons, but highly necessary on political and national grounds. With this general view is also held the particular one that in matters which so vitally affect her own welfare, Canada is the best judge of the course to be adopted, and that as a self-governing dominion she cannot be expected to refrain from enacting such measures in the way of restriction as in the discretion of her people are deemed most expedient. As a corollary to this right of self-government is the understanding that British international alliances, and British connection, place no restrictions on the right of the Dominion to legislate as may be most desirable in matters affecting immigration. Whilst Canadian autonomy is thus fully conceded and respected, Canada's position as part of the British empire is regarded as affording a sufficient guarantee that the exercise of her plenary powers in this particular will not be without a due regard to the obligations which citizenship within the empire entails. The attitude of the Canadian government, as evidenced by the present mission, was regarded as affording a most welcome and opportune expression of Canada's recognition of her responsibilities. Nothing could have been more cordial than the appreciation everywhere expressed, that in a matter so vitally affecting the interest of British subjects in remote parts of the empire, Canada should have been the first to seek a conference with the parts affected, that the several policies might be brought into harmony and the wiser counsels of conciliation made to prevail.

The variegated character of the British empire is in no particular, perhaps, more fully exemplified than in the circumstance that within its confines are to be found all the features which the problem of Oriental immigration presents. This fact differentiates to a degree, as compared with countries of a single nationality, some of the factors which are of vital moment in a consideration of the best methods by which to cope with the difficulties that arise, in that whilst new obligations are encountered, opportunities of mutual arrangement and concession are afforded which are often impossible as between countries of distinct sovereignties. A recognition of the good of the whole brings with it an attitude of forbearance and restraint in the several parts, and, what is all important, a comprehensive understanding is rendered possible.

It was clearly recognized in regard to emigration from India to Canada that the native of India is not a person suited to this country, that, accustomed as many of them are to the conditions of a tropical climate, and possessing manners and customs so unlike those of our own people, their inability to readily adapt themselves to surroundings entirely different could not do other than entail an amount of privation and suffering which render a discontinuance of such immigration most desirable in the interest of the Indians themselves. It was recognized, too, that the competition of this class of labour, though not likely to prove effec-

tive, if left to itself, might none the less, were the numbers to become considerable (as conceivably could happen were self-interest on the part of individuals to be allowed to override considerations of humanity and national well-being and the importation of this class of labour under contract permitted) occasion considerable unrest among workingmen whose standard of comfort is of a higher order, and who, as citizens with family and civic obligations, have expenditures to meet and a status to maintain which the coolie immigrant is in a position wholly to ignore.

CAUSES OF IMMIGRATION FROM INDIA.

My inquiry under Royal Commission into the methods by which Oriental labourers have been induced to come to Canada, which was conducted in the city of Vancouver during the months of November and December of last year, though not extensively pursued so far as the immigration from India is concerned, was quite sufficient to show that this immigration was not spontaneous, but owed its existence, among other influences, to—

(1) The distribution throughout certain of the rural districts of India, of glowing accounts of the opportunities of fortune-making in the province of British Columbia, visions of fields of fortune so brightly hued that many an India peasant farmer, to raise the money for the journey, had mortgaged to the lender of the village his homestead and all that it contained at a rate of interest varying from fifteen to twenty per cent.

(2) The activity of certain steamship agents who were desirous of selling transportation in the interest of the companies with which they were connected and of themselves profiting by the commissions reaped.

(3) The activity of certain individuals in the province of British Columbia, among the number one or two Brahmins, who were desirous of exploiting their fellow-subjects; and certain industrial concerns which, with the object of obtaining a class of unskilled labour at a price below the current rate, assisted in inducing a number of the natives to leave under actual or virtual agreements to work for hire.

A few of the natives may have emigrated to Canada of their own accord, or because of the desire of relatives, but had the aforementioned influences not been exerted, it is doubtful if their numbers would have been appreciable.

METHODS ADOPTED TO RESTRICT IMMIGRATION.

How these several influences have been counteracted and an effective restriction obtained by administrative measures in such a manner as to render legislative action unnecessary, will be apparent from an account of what has been accomplished, as the result, in part, of the present negotiations, and in part, of legislative enactments and regulations already in force, the application of which to this class of immigration has not been hitherto wholly apparent.

(1) The misleading effects of the distribution by interested parties of literature of the class above described has been offset by warnings which the government of India has issued, whereby the natives have become informed of the risks involved in emigration to Canada, and of the actual conditions in so far as it is desirable that such should be known to persons about to sever their connection with one country for the purpose of taking up residence in another.

(2) The steamship companies which have been in any way responsible for the recruiting of emigrants, have been given to understand that the governments of Great Britain and Canada, and the authorities in India, do not view with favour any action on their part calculated to foster further emigration from India to Canada.

(3) The power of the steamship companies to ignore the wishes of the governments has been rendered largely inoperative by the application to emigration from India of the regulation of the Dominion government, prohibiting the landing in Canada of immigrants who come to this country otherwise than by a continuous journey from the country of

which they are natives or citizens, and upon through tickets purchased in that country.

(4) The Indian Emigration Act (XXI. of 1883) was framed with the view of affording protection to the natives of India, who, at the instance of private individuals or corporations, might be induced to leave India to work under indenture or agreements for hire in other parts of the empire, or in foreign lands. It was found that once away from India, advantage was not infrequently taken of the necessities of this class of labour, and that individuals were subjected to great hardships and privation. To remedy this, the Act provides that emigration in the sense of the departure by sea out of British India of a native of India *under an agreement to labour for hire* in some country beyond the limits of India, other than the Island of Ceylon or the Straits Settlements, is not lawful except to countries specified in the schedule of the Act, 'and to such other countries as the Governor in Council from time to time by notification declares to be countries to which emigration is lawful.' Every such notification 'must contain a declaration that the Governor General in Council has been duly certified that the government of the country to which the notification refers, has made such laws and other provisions as the Governor General in Council thinks sufficient for the protection of emigrants to that country during their residence therein.'

It is, therefore, to be said that emigration (in the sense defined) to Canada from India, is not lawful under the Indian Emigration Act, and cannot be made lawful except through the action of the Canadian government in making the necessary laws, to the satisfaction of the government of India, for the protection of Indian emigrants.

It will therefore, be seen, that of itself the Indian Emigration Act solves the problem, so far as it relates to the importation of contract labour from India to Canada, and this is the one class to be feared, since without some agreement to labour it is hardly to be expected that the number of immigrants will be large. To render this law wholly effective so far as Canada is concerned, it would be sufficient to prohibit the landing in Canada of immigrants who come in violation of the laws of their own country.

(5) With the danger of the importation of native labour under contract or agreement removed, there remains for consideration only such classes as might desire to emigrate from India of their own initiative, or as having left India and gone elsewhere, to China, for example, might be induced by agreement or otherwise, to emigrate to this country. To the immigration of the latter class the regulation of the Canadian government requiring a continuous passage from the country of which they are natives or citizens and upon through tickets, should prove an effective bar, whilst as to the former the same regulation, the warnings issued by the government of India, and the greater care which it may reasonably be expected the steamship companies will exercise in the future, should prove a real deterrent. It will be apparent, moreover, that having regard for the policy of the India government in the protection of the natives as set forth in the Indian Emigration Act, the government of Canada is fully justified in requiring, as has been its policy, of persons coming to Canada, without a knowledge of conditions, and with manners and customs wholly different from our own, especially where such persons are ignorant of our language and are without any agreement guaranteeing work, that they should, for their own protection, be in possession of a sum of money sufficient to ensure their not being reduced to a condition of mendicancy or becoming a public charge. The regulation at present in force, requiring all immigrants to have in their possession a sum of at least $25 constitutes a requirement which for the protection of the Indians themselves is an obvious necessity. Should this amount prove inadequate, it could be increased.

There is thus, in the last anaylsis, a dovetailing, so to speak, of Great Britain's well-known policy in the protection of the native races of India, and Canada's policy in the matter of immigration.

A HARMONY OF POLICIES.

Whilst effective as a means of restricting a class of immigration unsuited to Canada, it will be apparent that the arrangement as herein set forth is one which finds its justification on grounds of humanity as strong as are the economic reasons by which it is also supported. The liberty of British subjects in India is safeguarded rather than curtailed, the traditional policy of Britain in respect to the native races of India has been kept in mind, and the necessity of enacting legislation either in India or in Canada which might appear to reflect on fellow British subjects in another part of the empire has been wholly avoided. Nothing could be more unfortunate or misleading than that the impression should go forth that Canada, in seeking to regulate a matter of domestic concern, is not deeply sensible of the obligations which citizenship within the empire entails. It is a recognition of this obligation which has caused her to adopt a course which, by removing the possibilities of injustice and friction, is best calculated to strengthen the bonds of association with the several parts, and to promote the greater harmony of the whole. In this, as was to be expected, Canada has had not only the sympathy and understanding, but the hearty co-operation of the authorities in Great Britain and India as well.

Respectfully submitted,

(Sgd.) W. L. MACKENZIE KING,
Deputy Minister of Labour.

Ottawa, May 2, 1908.

ENQUIRY OPENED BEFORE THE DEPUTY MINISTER OF LABOUR INTO CLAIMS OF CHINESE RESIDENTS OF VANCOUVER, B. C., ON ACCOUNT OF DAMAGES SUSTAINED IN THE RIOTS OF SEPTEMBER 1907.

BY an Order-in-Council dated March 7, 1908, Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, was appointed a commissioner under the Enquiries Act, Cap. 104, R. S. C., to conduct an enquiry into the losses and damages sustained by the Chinese population in Vancouver on the occasion of the riots in that city in September 1907. Mr. Mackenzie King was at the time of the passage of the Order-in-Council in England, where he was occupied in connection with the commission relating to the regulations of Oriental immigraton to Canada. Mr King returned to Canada late in the month of April and proceeded to Vancouver about the middle of May. The enquiry was opened by the Commissioner on May 26 at Pender Hall, Vancouver. The bill, as presented to the Commission, comprised a list of claims on account of damages sustained by 122 shops totalling $5,846, while claims were preferred on account of 96 shops which were alleged to have suffered through enforced stoppage of business to the amount of $19,928. Mr. Arthur McEvoy, who appeared on behalf of the Chinese Board of Trade of Vancouver and the Chinese residents generally, of that city, stated that he had four or five other claims to submit. The Commissioner stated tha he would be ready to receive any further claims that might be presented within the next three days, but that no consideration would be given to claims presented after that date. The claims presented during the following three days amounted to $1,700, bringing the total claims brought before the Commissioner to about $28,000.

The Commissioner pointed out that it was not by reason of compulsion by the British Parliament that the Canadian Government was investigating these losses. The Canadian Government, he said, acted in the matter with full freedom and its decision would be reached quite independently of Great Britain. Mr. Mackenzie King also referred to the fact that the Chinese Government had recently paid out the sum of $50,000 to British subjects in Shanghai whose property had been damaged or

destroyed in that city and in addition had lately paid to Dr. Herne, an Australian, the sum of $10,000 for damages sustained by him at Tungan near Amoy. The same feeling, said the Commissioner, which had actuated the Chinese Government in making these amends had prompted the Dominion Government to pay the losses suffered by the Chinese residents in Vancouver.

The Chinese Government was not directly represented at the investigation, but the following Chinese officials were in attendance from day to day at the proceedings, namely, Mr. Tung Cheng Ling, an attache of the Chinese Embassy at London, Mr. Ow Yang King, Chines Vice-Consul at San Francisco, and Mr Moy Park Hing, Chinese Consul at Port land, Oregon.

The enquiry into the losses before th Commissioner covered a wide range an elicited information bearing on the ex tensive purchases by Chinese resident of firearms, the conduct of tailoring swea shops, the profit in the local opium trad and other matters. The investigatio was in active progress at the close of th month.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT. PROCEEDINGS UNDER THE ACT DURING THE MONTH OF MAY, 1908.

DURING the month of April the Department received seven applications for the establishment of Boards of Conciliation and Investigation, viz.:

1. On behalf of the employees of the Ottawa Electric Railway Company; the dispute affecting, it was alleged, 256 employees.

2. On behalf of the members of Drummond, Roberts, Pretoria and Port Cabot lodges of the Provincial Workmen's Association, being employees of the Nova Scotia Steel and Coal Company, Limited, North Sydney, N. S.; the dispute directly affecting, it was alleged, 1,750 employees.

3. On behalf of the members of Strathcona and Buller Lodges of the Provincial Workmen's Association, being employees of the Acadia Coal Company, Stellarton, N.S.; the dispute directly affecting, it was alleged, 800 men.

4. On behalf of the members of Ladysmith Lodge of the Provincial Workmen's Association, being employees of the Intercolonial Coal and Coke Company, Westville, N.S.; the dispute affecting, it was alleged, 800 employees.

5. On behalf of members of District No. 18 of the United Mine Workers of America, being employees of the Standard Coal Company of Edmonton, Alta.; the dispute directly affecting, it was alleged, 20 employees.

6. On behalf of the members of Seaside Lodge Provincial Workmen's Association, being employees of the Port Hood Richmond Railway Coal Company, Port Hood, C.B.; the dispute directly affecting, it was alleged, 300 employees.

7. On behalf of the members of the Order of Railroad Telegraphers being employees of the Canadian Pacific Railway Company; the dispute directly affecting, it was alleged, 1,605 employees.

The department also received on behalf of the members of Freight Clerks' Union Branches 1 and 2 Halifax and St. John stations on the Intercolonial Railway of Canada, an application for the establishment of a committee of Conciliation, Meditation and Investigation, under the Conciliation and Investigation Act.

Of applications received prior to the beginning of May, proceedings in connection with which remained unfinished at the end of April, there were the following, viz.: (1). On behalf of the employees of the King Edward mine at Cobalt, Ont.; (2) on behalf of the employees of the Manitoba and Saskatchewan Coal Company, Limited of Bienfait, Sask.; (3) on behalf of the employees of the Western Dominion Collieries, Limited, of Taylorton, Sask.; (4) on behalf of Mechanics' Lodge No. 23 Provincial Workmens' Association, being employees of the Cumberland Railway and Coal Co., Limited.

During the month reports were received in the following disputes, namely, the Western Dominion Collieries, Limited, of

Taylorton, Sask., and its employees, and the Cumberland Railway and Coal Company, Limited, and its employees. No further proceedings were taken during the month on the application in connection with the King Edward mine.

—SETTLEMENT OF DISPUTE AT WESTERN DOMINION COLLIERIES, LIMITED, AT TAYLORTON, SASK.

THE Board established in this case reported under date of May 5, to the effect that an agreement had been made between the contending parties. The Board was composed of His Honour R. H. Myers, County Judge, Winnipeg,; James D. Hannah, Calgary, Alta., recommended by the Western Dominion Collieries, Limited; and Mr. F. H. Sherman, Taber, Alta., recommended by the men. The application was received at the Department March 16, and a statement in reply was received on March 24. The questions at issue were stated to be as follows:— "Free recognition of the United Mine Workers of America; eight hours' work per day; and standard wages of district No. 18, "as now prevailing in lignite fields of Southern Alberta." The approximate number of persons likely to be affected by the dispute was estimated at 60. The company in its reply insisted that the wage scale was practically the same as that which had been in use for five years, and was that in use in the Bouris Coal fields, and submitted that uniformity of wages should govern in respect to the same class of work in the said area. The claim for increase was said to be based on the wage schedule as existing at Lethbridge, Alta., and Taber, Alta., where the coal was bituminous, whereas the coal mined by the present company at Taylorton was lignite, and sold at an amount half the price of the products of the bituminous mines, this low price being one that would not allow of any increase in the cost of production.

The Board met at Winnipeg, on April 16 and organized, meeting then successively on April 17, 18 and 20. On the evening of Monday, April 20, a joint conference was held between the members of the Board in the present case, and Judge Dawson and Mr. G. R. Crowe, members of a Board established to deal with differences between the Manitoba and Saskatchewan Coal Company and its employees at Bienfait, Sask, in the close vicinity of the scene of the present dispute, Mr. Sherman being a member of both these Boards. The two Boards proceeded together to Bienfait on April 29, and held joint sessions there with the object of reaching an agreement in each case. The discussion showed, however, that it was impossible to reach a joint agreement, and the Boards then proceeded separately. The final meeting of the Board in the present case was held on April 30. The evening session on this occasion extended until 3 a.m. on May 1, when an amicable agreement was reached on all points, and signed by both parties. The agreement included full recognition of the United Mine Workers of America, and the cessation of the check-off system. On all other points an arrangement was reached by mutual compromise. The text of the report and agreement follows.

REPORT OF THE BOARD.

In the matter of the Industrial Disputes Investigation Act 1907, and of a dispute between

The Western Dominion Collieries, Lmtd.,

and

The Employees of the said company.

The Board of Conciliation and Investigation appointed herein under the provisions of the above named Act and composed as follows:—Frank H. Sherman, of Taber, Alta., recommended by the employees; James O. Hannah of Calgary, Alta., recommended by the company; and His Honor Judge Robert H. Myers of Winnipeg, Man., appointed by the Minister of Labour as Chariman of the Board, beg to report as follows:—

By mutual agreement we met first in

the city of Winnipeg on Thursday the 16th day of April, 1908, at 10 o'clock in the morning, all the members of the Board were present. The members subscribed and took the oaths of office before His Honor Judge Walker and His Honor Judge Myers, Justices of the Peace.

The Board met each forenoon and afternoon of the 16th, 17th, 18th and 20th days of April endeavouring to bring about a settlement of the differences between the company and its employees, which differences were ascertained to be briefly as follows:—

1. Recognition of the Union.
2. Hours of labour.
3. Rate of wages.
4. Employment of a check weighman.
5. Price of powder.
6. Re-instatement of discharged men.

The coal mine affected was at Taylorton, Saskatchewan, and during our conferences we became aware of the establishment of another Board with another chairman to endeavour to settle a similar dispute in the same coal fields between the Manitoba and Saskatchewan Coal Company, Limited, and its employees. This fact retarded our negotiations, although considerable progress was made. Mr. John R. Galvin and Mr. Sherman represented the miners, and Mr. R. R. Taylor, General Manager, and C. C. Symons, Mine Manager, represented the company at these conferences.

On Monday night, 20th April, 1908, the Board held a joint conference with His Honor Judge Dawson and Mr. G. R. Crowe of the other Board, and we decided to go to the coal fields on Wednesday 29th April and endeavour jointly to effect a conciliation.

The two Boards proceeded to Bienfait, Saskatchewan, on the 29th April and held a joint meeting that evening.

On Thursday the 30th April, the Boards held a joint meeting at the mine, when it was plainly apparent that the Manitoba and Saskatchewan Coal Company had resolved to fight the Union and declined to confer with the Officials of the U.M.W. of A., who represented all the men at the mine. The Boards, therefore, proceeded separately. Our Board met the Officers of the company and of the Union, and we made many efforts to induce the parties to come to a fair and amicable settlement. We adjourned until 8 o'clock p.m. when we again met at Taylorton and continued in session until 3 o'clock a.m. of the 1st May, when an amicable agreement was reached. The Chairman drew up the draft agreement, and it was duly signed in our presence, and a copy thereof is transmitted herewith. The Board met again in Winnipeg on Monday 4th May, 1908, when the type written copies of said Agreement were produced and examined and signed.

The Board are unanimously of the opinion that the agreement effected is fair and reasonable under the conditions prevailing in these coal fields.

The Board having concluded its labours agreed upon the above report.

All of which is respectfully submitted.

R. HILL MYERS,
Chairman.
F. H. SHERMAN,
JAMES O. HANNAH.

Dated at Winnipeg,
this 4th May, 1908.

AGREEMENT.

IT IS HEREBY AGREED between the Western Dominion Collieries ,Limited, of the first part, and the employees of the said company as represented by the United Mine Workers of America, District No. 18, of the second part, as follows:—

1. This agreement covers the mines and outside plant operated by the said company, and all persons accepting employment at these mines agree to be governed by the following rules and regulations:—

(*a*) In case any dispute or grievance arise under this agreement or any local agreement made in connection therewith, whether the dispute or grievance is claimed to have arisen by the company or any person or persons employed, or by the men as a whole, then the parties shal endeavour to settle the matter as herein after provided. But before any grievances shall be submitted to the Pit Committee, the person or persons affecte

shall endeavour, by personal application to the Pit Boss, to settle the matter, and in the event of them agreeing, their decision shall be final.

(*b*) In case of any local dispute arising in any mine, and failure to agree between the Pit Boss and any employee, the Pit Committee and Mine Superintendent shall endeavour to settle the matter, and if they agree, their decision shall be final.

(*c*) In the event of the failure of the Pit Committee and the Mine Superintendent to settle any dispute so referred to them, as well as in the event of any other dispute arising, the matters in dispute shall be referred to the General Superintendent or General Manager of the company and the Officers of District No. 18 U.M.W. of A., for settlement, and if they agree their decision shall be final. Should they fail to agree, it shall be referred to a joint committee, said committee to be made up of three operators appointed by the company, and three miners appointed by District No. 18 of the U.M.W. of A., for settlement. If they agree their decision shall be binding upon both parties. A majority of the full committee must vote in favour of any action before it can be declared carried. In the event of a failure to agree, the committee shall endeavour to select an independent chairman, and failing to agree upon an independent chairman, the Minister of Labour shall be asked to appoint such chairman; the decision of the committee thus constituted shall be binding upon both parties. The joint committee, when necessary, shall meet on the second Monday of each month.

(*d*) In the meantime, and in all cases, while disputes are being investigated and settled, the miners, mine labourers and all other parties involved must continue to work pending investigation and until final decision has been reached, but where miner, miners, mine labourer or mine labourers has or have been discharged by the company, he or they shall not remain in the employ of the company while his or their case is being investigated and settled. If a claim be made within five days where a man or men has or have been unjustly discharged, the case shall be dealt with according to this article, and if it is proven that he or they have been unjustly dealt with, he or they shall be reinstated. If claim is made for compensation for time lost in cases where reinstatement has followed, it shall be left to the joint committee to decide what amount, if any, is to be paid.

(*e*) Any breach of this agreement by any of the parties hereto is not to void the said agreement, but same is to continue in full force and effect. It is not intended however, by this sub-section to abridge the right of the men to suspend work after final settlement as herein provided, if any operator or operators refuse to be bound by any decision given against them under this article.

PROVIDED, nevertheless, that the right to hire and discharge employees, the management of the mine, and direction of the working forces, are vested exclusively in the company and the U.M.W. of A., shall not abridge this right.

2. No miner working at contract work on coal shall be allowed to hire labourers.

3. The company agrees to give the U.M W. of A., a full recognition and agrees to the check off system, that is to say, upon the individual request in writing of any of the company's employees, the company shall deduct such monies from their wages as is designated for dues, assessment fines and fees, and pay same over to the payee of such orders.

4. The hours of labour for all outside men shall be 10 hours per day and for all inside or underground men shall be 8 hours per day at their working place or at place of mine, as the case may be.

PROVIDED, however, that in cases of emergency when the company receive rush orders for coal the men agree to work overtime to enable the company to fill such orders at the same rate of wages per hour for extra time as provided in the wage schedule hereunder.

5. The company will grant the right of the miners to employ check-weighers and will grant the said check-weighers every facility to enable them to render a correct account of all coal weighed and will allow the cars to be tared from time to time and the machine to be properly tested from time to time and will deduct from the wages of all contract miners such amounts

as individual orders may be presented for from time to time and will pay over the same to the Secretary of the Local Union for wages of check-weighers. PROVIDED that the check-weighers shall be taken from among the company's employees.

6. SCHEDULE OF WAGES:

Hoisting engineer	$ .31¼	per hour
Firemen	65.00	per mos.
Box-car loader	.25	per hour
Dumper	.22½	"
Trimmer	.21	"
Tipple men	.20	"
Carpenters	.30	"
Blacksmith	.32½	"
Blacksmith (second)	.22½	"
Cager	.25	"
Pumpers	.25	"
Drivers	.28⅛	"
Tracklayers'	.28⅛	"
Tracklayers' helpers	.26	"
Timber men	.28⅛	"
Timber men's helpers	.26	"
Door boys	.12	"
Teamsters	.21½	"

Contract miners rates to remain as at present.

7. The price of powder, fuel and rents shall remain as at present.

8. This agreement shall commence from this 1st day of May 1908, and terminate on the 1st day of May A.D. 1909.

SIGNED AND AGREED to this 1st May, 1908.

(Sgd.) R. R. TAYLOR, *General Mgr.* Western Dominion Collieries, Ltd.

(Sgd.) C. C. SYMONS, *Mine Manager,*

(Sgd.) F. H. SHERMAN, *President,* District No. 18, U.M.W. of A.

(Sgd.) JOHN R. GALVIN, *Vice-Pres.* District No. 18 U.M.W. of A.

Witnesses:

(Sgd.) R. HILL MYERS,

(Sgd.) J. O. HANNAH.

II—FINDINGS OF THE BOARD IN THE DISPUTE BETWEEN THE CUMBERLAND RAILWAY AND COAL COMPANY, SPRINGHILL, N. S., AND ITS EMPLOYEES.—MINORITY REPORT BY MR. R. B. MURRAY.

THE report of the Board in this case was received in the Department on May 26, and was accompanied by a minority report from Mr. R. B. Murray, the member of the Board appointed on the recommendation of the employees. The Board was composed of the Honourable W. B. Wallace, County Judge, Halifax; the Honourable John N. Armstrong, Legislative Councillor, Nova Scotia, and Mr. R. B. Murray, Springhill, N.S. The chairman was appointed by the Minister in the absence of a joint recommendation from the other members of the Board. Mr. Murray was appointed on the recommendation of the men, and Mr. Armstrong was appointed by the Minister in the absence of a recommendation from the company under section 8, sub-section 2, of the Industrial Disputes Investigation Act.*

The application in this case was received on March 25 from the representatives of Mechanics' Lodge No. 23, Provincial Workmen's Association of Nova Scotia, and set forth the following demands:—

(1) An advance on wages for repair work.

(2) An advance on wages for No. 3 mine fanmen.

(*) Section 8 sub-section 2 of the Industrial Disputes Investigation Act provides that "if either of the parties fails or neglects to duly make any recommendation within the said period, or such extension thereof as the Minister, on cause shown, grants, the Minister shall, as soon thereafter as possible, appoint a fit person to be a member of the Board; and such member shall be deemed to be appointed on the recommendation of the said party.

(3) An advance on wages for Charles Roney, carpenter.

(4) An advance on wages for Wilson Demmings, car inspector.

An approximate estimate of the number of employees likely to be affected by the dispute was 1,600.

The Cumberland Railway and Coal Company, in a communication to the Department, stated that the company would take no part in the proceedings in connection with the application, for the reason that the application was made contrary to the terms under which the members of Mechanics' and Pioneer Lodges resumed work on October 29 last, after a strike of thirteen weeks. The company also set forth replies to the various grievances, taking exception in each case to the claims made. In the matter of repair work, figures were given to sustain the contention of the company that it was paying higher rates than those paid for a similar class of labour at other mines. Special reasons were urged also against increases of wages being granted in response to the other demands. The company refused to recommend a person for appointment to the Board. The Board having been duly established by the Minister, as above stated, began its sessions at Springhill on May 13, and heard evidence from representatives of the men, and on behalf of the company, several officials of the latter were subpœnaed for the purpose. A few days later the Board met again at Halifax for further deliberation, and for the purpose of preparing a report. The findings of the Board were signed by the chairman and Mr. MacDonald, and were adverse to the claims of the men on each point. The Board added a rider to its findings as follows, viz.:

"The Board deems it proper to add to its findings this statement,—that the declaration in the 'ultimatum' issued by the general manager of the company last October, when the men returned to work, 'that there cannot be any increase in wages in the district covered by the award now or later,' would not in any way have interfered with a finding in favour of any of the applicants herein, if the evidence submitted to the Board justified such a finding."

Mr. Murray, in a minority report, supported the claims of the men in several cases. In the matter of repair work, he held the ten men doing underground repair work to be entitled to the advance demanded, but as to the one man doing overground repair work, the claim advanced was not sustained, though an increase on this man's present wages was recommended. In the case of the fanmen, Mr. Murray's findings agreed with those of the Board. In the cases of Roney and Demmings, Mr. Murray recommended the increases demanded. The text of the report and minority report follows:—

Text of Report of Board.

In the matter of the Industrial Disputes Investigation Act, 1907,

and of

The Cumberland Railway and Coal Company, Limited,

Employer,

and

Certain employees of the said Cumberland Railway and Coal Company, Limited,

Employees.

The Board composed of Mr. R. B. Murray, Hon. J. N. Armstrong and Judge Wallace, Chairman, met on the 13th day of May, 1908, at ten o'clock at a public hall in Springhill, the locality of the dispute between the above parties, and having taken the oath of office, proceeded with the reference.

The employees were represented by three of their number designated by Mechanics' Lodge No. 23 P. W. A., of which all the employees interested are members. Their case was conducted by them in a fair and upright way. The company was not represented, having declined to take part in the reference, on the ground that the terms of an "ultimatum" issued by the company during a strike

last year were accepted by the present employees when they resumed work, and therefore acted as a bar to this inquiry. The Board sat in the morning and afternoon of the 13th, and during that time all the witnesses offered on behalf of the employees were examined and their examination concluded. At the close of the afternoon sittings, the chairman, after consultation with the other members of the Board, announced that the Board had decided, inasmuch as any decision to be finally given by the Board in this matter, would be entitled to greater weight if evidence were submitted by each party to the dispute, to subpœna the General Manager and the Manager of the company. Accordingly the Board adjourned until ten o'clock, May 14th, and in the meantime the subpœna were issued by the chairman and duly served. At the opening of the sittings on May 14th, Mr. J. R. Cowans, General Manager of the company, and Mr. Hargreaves, Manager of the company, were in attendance. Two other officials of the company, Mr. David Stewart and Mr. Muirhead, were also present, and it appearing that Mr. Stewart, assistant to the General Manager of the company, and Mr. Muirhead, Mechanical Superintendent, were more familiar with the points at issue than the gentlemen who had been subpœnaed, it was unanimously resolved by the Board to call Mr. Muirhead and Mr. Stewart as witnesses, and they were accordingly examined. The chairman informed the Lodge Committee that those witnesses could be cross-examined by them or any of them, and various questions in cross-examination were asked of each witness by the members of said committee.

The Board then adjourned, to meet at Halifax to consider the case and make a report.

The Board met at Halifax on May 18th, and sat from 10 o'clock until 4 with an hour's intermission at noon. The Board —a majority thereof—sat again from 5 o'clock until 6 o'clock, and again from 7 o'clock until 11 o'clock, deliberating and preparing a report. Considerable time was spent on subsequent days by individual members of the Board preparing the majority and minority report respectively.

The following are the findings of the Board:—

There are four classes of cases, "A," "B," "C" and "D," in dispute between Mechanics' Lodge No. 23 P. W. A., and the Cumberland Railway and Coal Company, Limited.

Claim "A" is in respect to an advance of wages for repair work. There are two classes of men in the mechanical branch, working on repairs, viz., those who labour underground and those whose work is performed on the surface, the present rate of wages for the former class being 15 cents per hour, plus 22 per cent, and the rate for the latter class being $1.20 plus 22 per cent per day. The wage now asked for on behalf of this class of underground and surface work is a flat rate of $1.85 per day of 8 hours for underground men and 10 hours for surface men.

Undoubtedly, the work in question is disagreeable and trying.

It is urged by the applicants, as a justification for the increase desired, that this class of work commands a higher rate of pay in some other collieries, and as proof of this contention, the schedule of rates applicable to the Dominion Coal Company's employees was put in evidence. In reply, the Mechanical Superintendent of the Cumberland Railway and Coal Company testified that this class of men were paid at a higher rate at Springhill for the same number of hours than the employees of the Dominion Coal Company. The tabulated statement marked "W" in the written answer of the company was also verified by the Assistant to the General Manager.

The applicants for an increased rate of pay seemingly regard this question of the rate of pay prevailing in other similar employment within the Province of Nova Scotia under similar conditions, as affording a fair test to enable the Board to determine what would constitute a fair wage. Applying that test, which is generally a fair one, to the issue before the Board, and examining the whole of the evidence upon that question, the Board

finds that the applicants in this class are paid at least as high a rate for the number of hours as men of a similar class employed by the Dominion Coal Company.

The Board finds that the applicants in this class have not established their claim to the desired increase.

Claim "B" is on behalf of the fanmen at No. 3 Mine. An objection was raised by the company in regard to this claim, and also in respect to the two following claims, that as the persons affected were less than ten in number, the act did not apply. The chairman ruled against this objection.

The present rate of wage for the fanmen per day of 12 hours is $1.20 plus 22 per cent. They ask for a flat rate of $2.00 per day of 12 hours. The Board finds that the work which they have to perform is work generally given to old and infirm employees. One of the claimants has been sick for two years and could not perform any other work, and therefore applied for this work. The other claimant had a crippled leg and he requested a similar job. It was asserted on behalf of these men that workmen doing similar work for the Dominion Coal Company get a better rate of pay, but the Board finds that the employees doing this work at the works of the Dominion Coal Company have also the responsibility for the air compressors, and that their work is substantially different.

The Board therefore unanimously rejects this claim.

Claim "C" related to Charles Roney. It appears that he is in the same class and is paid at the same rate as ten others. They are not skilled workmen, but might be described as handy men. While there may be only a slight difference between this claimant and some of the men in the class just above him, the Board finds that the applicant in this case has not established his claim for the increased wage.

Claim "D" relates to the case of Wilson Demmings, car inspector. His wage is $1.30 plus 22 per cent per day. Applicants ask on his behalf a flat rate of $2.00 per day, claiming that this is the rate which such class of work commands elsewhere. This employee has now the benefit of an assistant at his work, and the duties of Mr. Demmings have not increased since the increase of pay given him. It was amply shown by evidence to the satisfaction of the Board that Mr. Demmings is a painstaking, industrious and capable employee, but the Board cannot find that he has established his claim to the increased rate asked for by him.

The Board deems it proper to add to its findings this statement,—that the declaration in the "ultimatum" issued by the General Manager of the company last October, when the men returned to work,—"that there cannot be any increase in wages in the district covered by the award now or later," would not in any way have interfered with a finding in favour of any of the applicants herein, if the evidence submitted to the Board justified such a finding.

Enclosed herewith are the evidence and exhibits used in the reference.

Respectfully submitted,

(Sgd.) W. B. WALLACE,
(Sgd.) J. N. ARMSTRONG.

May 21st, 1908.

The Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa, Ont.

Text of Minority Report.

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between

The Cumberland Railway and Coal Company, Limited,
(Employer)

and

Mechanics' Lodge No. 23, P. W. A.
(Employees)

Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa.

Sir:

I have the honour to submit the following report with respect to the above reference.

It is with much regret that I cannot place on record the concurrence of my colleagues on the Board in the findings and recommendations I have arrived at in regard to the cases submitted under such reference.

The Board, composed of His Honour Judge Wallace, Chairman; Honourable J. N. Armstrong and R. B. Murray, met at Springhill on Wednesday, the 13th May, 1908, at 10 a. m., after subscribing to the prescribed oaths of office and some introductory remarks by the chairman the taking of evidence was proceeded with.

The Secretary of the Lodge filed a certificate appointing Messrs. Fox, McInnes and Price as its representatives as provided by the Act. They seemed to have a carefully prepared brief of the evidence of each witness, and at the close of the first day's enquiry were complimented by the chairman on the creditable way in which they presented their case. The company was not represented at the first hearing, but later on in the enquiry subpœneas were issued by the chairman calling on the General Manager and Manager of the company to appear and give evidence. They were present the following morning and requested that Messrs. Stewart and Muirhead, assistant to the General Manager and Mechanical Superintendent respectively, take the stand in the company's behalf. This they did, Mr. Stewart confining himself mainly to reiterating the company's statement in reply to the Lodge's claims, and Mr. Muirhead to a contention that the existing wages paid to the men on whose behalf the Act was primarily invoked, were as high as labour of a similar class commanded elsewhere. Messrs. Stewart and Muirhead were subjected to a mild cross-exomination by the representatives of the Lodge, and were asked some pertinent questions by the members of the Board. This completed the taking of evidence, and the Board adjourned to meet again in Halifax on the following Monday. Conferences by the members were held in the morning and afternoon of that day in the chairman's office in the Court House. It shortly developed that the majority of the Board held totally opposite views with regard to the cases in dispute to that of the other member, although when the Board finally dispersed, the chairman freely admitted his mind was still open on one case, i. e., the "repairs rate case." It was decided however that the reports of the Board's findings should be forwarded to the Department, one, representing the views and recommendations of the majority, the other embodying the conclusions and recommendations of the minority member.

In the application for this reference, there were four cases set out as being in dispute between the Lodge and the company, these cases were designated in the application as follows:—

First case is in respect to an advance on wages for repair work.

Second case is in respect to an advance on wages for No. 3 fanmen.

Third case is in respect to an advance on wages for Charles Roney, carpenter.

Fourth case is in respect to an advance on wages for Wilson Demmings, car inspector.

Although the foregoing cases were not taken up by the Board in the order named it is the intention of the writer to discuss and report on them in successive following; therefore, the "repairs rate" shall be the first under consideration.

FIRST CASE.

The evidence disclosed that in this employ there are at least two classes of repair work in connection with the mechanical branch, repairs to steam pipes and machinery underground and repairs to pipes and machinery overground, including cleaning of boilers. In the underground section there seems to be about ten men affected, and in the overground one man only, Andrew McCarren, claimed redress at the hands of the Board. For the underground men, the witnesses, George McLeod and John Campbell, gave evidence which seemed conclusive, that their work was performed frequently in high temperatures, sometimes at 116 degrees, their hours were erratic, being subject to a call at any time during the night, when their day's work is over, and in addition to this, to use their own

language, "we are frequently employed on Sundays." The present rate of pay for these men is 15 cents per hour plus 22%, their contention being that this rate is altogether inadequate for the class of labour they are called upon to perform. In view of their receiving no excess pay for their Sunday work or extra calls, as it appears is customary in other places in similar industries and on works where Sunday labour is necessary, and in veiw likewise of their having to work mostly under conditions and at a temperature which they claim is hazardous and must of necessity be prejudicial to health, the claim the Lodge is making in their behalf of 39c. per day of eight hours extra surely cannot be considered an unreasonable one. The company, through Mr. Muirhead, contends that these men are sufficiently paid already. This is natural, and usually the plea put forward in such cases by employers, but it does not lessen the fact of the soundness of the men's claim notwithstanding. To emphasize the reasonableness of the Lodge's contention, they put in evidence a telegram from the Grand Manager of the company wherein an express promise was made that under certain conditions this matter of repair rates would be adjusted to the satisfaction of the men interested. The company now repudiate that telegram, or as Mr. Stewart puts it for them, "The whole thing is now off."

So convinced am I that the Lodge has made their claims and contentions good with regard to this underground repair work, I have no hesitation whatever in recommending that men at this class of work should be paid a flat rate of $1.85 per day of eight hours, my conviction is, taking all the circumstances into consideration, any jury in the land should award them at least this amount.

With respect to the other class of repair work, with which Andrew McCarron alone is interested, this man swears he is at present and has been for the past sixteen months, employed in the class of labour known as overground repair work and tending engines and boilers at the machine shop and No. 1 mine, his duties also consist in cleaning boilers at No. 2, 3 and Aberdeen mines. His present rate of wage is $1.46 per day, and in the Lodge's application a request was made on his behalf for $1.85 per day. His evidence shows that when he is occasionally taken from his usual work of repairs and boiler cleaning and put to tending engines and boilers, he has been paid the rate of wage which such latter work calls for, and which is in excess of the pay he receives when at the former class of labour. Beyond a doubt, the cleaning of boilers is hot and very dirty work, and $1.46 appears a very small day's pay for the performance of it. McCarron has frequently to be in charge of two or three men and receives only 6c. per day more than they do. Is it not fair to assume that the man who directs should get more than 36c. per week over the men who are directed?

The company, through Mr. Muirhead, seem to have little to say with respect to this case. It was admitted the work of cleaning boilers was dirty, but nothing was said by this witness that would indicate that the claim made on behalf of McCarron was an unfair one. This may have been an oversight on Mr. Muirhead's part, but should not now be pleaded to the prejudice of McCarron. It may be safely inferred however, that McCarron cannot be classed as a skilled labourer in the same sense as the underground repair men, nor could he, if called upon to do so, be able to perform the same grade of work as McLeod and Campbell and the others who have Winfield McInnes as their leading man. On that account, and for the further reason of the trend of the evidence, I cannot uphold the Lodge's claim of $1.85 per day for this man, but strike a medium and recommend that his pay should be increased from $1.46 to $1.65 per day of ten hours.

SECOND CASE.

Concerns two men, Arthur Cooke and John D. Cameron, These men are employed as fanmen at No. 3 mine, they work on twelve hour shifts opposite to each other. From the evidence, it seems their work consists in the main in constant attendance on their engines, and the principal feature of it is its monotony. The job under the law requires the holders

to be possessed of certificates of competency. Cooke and Cameron's pay is at present $1.46½ for twelve hours, the Lodge has asked on their behalf $2.00 for the same time. The company take very strong exception to this case, and claim that it was work suitable only for broken down or worn out men, and was given to Cooke and Came on "simply because they made application, and if they are able to perform other duties, there is a good job open to them." Mr. Muirhead further stated that a boy ten years old could do equally as well the work that is necessary.

Taking this matter into long consideration and viewing it as I have from every aspect and with a full knowledge of the responsibility it involves upon me, I am led to the conclusion that in a spirit of fairness I cannot do otherwise but recommend that the prices for this class of labour remain as at present, but this recommendation is not to be treated as a precedent for future demands by the Lodge or individuals employed at it, for an increased pay in respect to it.

THIRD CASE.

This relates to a demand for an increase of pay for Charles Roney, a carpenter, from $1.40 plus 22% to $1.60 plus 22%. The evidence goes to show that Roney has been engaged for fifteen years or more at the carpenter trade; he works side by side with two others who receive $1.60 plus 22% and does exactly the same class of work as they perform; he swears he is equally competent as they, working at finishing houses, making trolleys, wood wagons, mine cars, etc. He swears also the work is all alike, that of one being no better or worse than the others. The witness, Anthony Johnson, corroborates Roney's testimony in nearly every particular, and swears Roney is a competent and efficient carpenter, and conscientiously says that his present rate is inadequate for his services and not in accordance with other carpenters in the employ who receive $1.60 plus 22% per day, and further from his knowledge of Roney's ability and that he does exactly the same class of work as the two others referred to, he should receive the same wage as they. The company make reply to this by stating that Roney is not a tradesman, and name him as a "handy man," and in the same class as ten others. Mr. Muirhead swears that Roney is on a par with the ten men referred to and that they are not skilled workmen. Inasmuch as Roney is not in Mr. Muirhead's department, not much credence should be given to the latter's evidence; it was evidently made in good faith, but must, of necessity, be largely hearsay and not from a personal knowledge of the facts. That Roney *is* a tradesman in the broad sense of the word can hardly be doubted, and to classify him with the box repairers on the bank heads is unfair. The telegram from the General Manager hereinbefore referred to contains this clause, "Charles Roney's claim will be considered when work is resumed as well, and if he is entitled to the wage he requests, the same will go into effect from the 16th instant (i. e., August, 1907)." The question then arises has the Lodge proved that Roney is entitled to the wage he requests, or should the mere *ipse dixit* of the company be taken that he is little better than a wood butcher? It strikes me the only fair and tenable ground for me to stand on with respect to this third case is to recommend that Charles Roney receive a daily wage of $1.60 plus 22%, and I so recommend accordingly.

FOURTH CASE.

As stated in the application, "is in respect to an advance on wages for Wilson Demmings, car inspector." Here is a man who has been in the employ for fourteen years, sober, painstaking, careful and industrious, with the lives of the travelling public and valuable rolling stock committed to his care, a letting up of vigilance on his part would result in loss of life and property, and yet his pay only amounts to the meagre sum of $1.58½ per day. He swears that during all the time he has been car inspector, there has never been a case where an accident has occurred through any neglect on his part; he also swears he has tried on various occasions to get consideration by way of increased pay, and they (the company) gave him the impression they

would consider it favourably. Demmings' evidence is reinforced in a most convincing way by that of George Watt, I. C. R. car inspector at Springhill Junction, who, among other things, says that Demmings' duties are practically the same as the duties of a car inspector on the I. C R. For such work as he (Demmings) has to perform, they would receive $2.00 per day on the I. C. R. for 10 hours. The witness also testified that considering the duties Demmings is called upon to perform, the sum asked ($2.00) is quite reasonable.

The company, as in Roney's case, set up the plea that Demmings is being sufficiently paid already, and Mr. Muirhead, who, although he testified to having nothing to do with Demmings, not being in his department, sought to break down the weight of Mr. Watt's evidence by making a comparison of the work of the latter with that of Demmings, which is not the case in point at all. Watt is the head car inspector at the Junction, and receives 24c. per hour and extra pay for overtime and night work. The proper comparison should be with the men under Mr. Watt, who receive 20c. per hour, and for night work time and a half, and whose work is identical with that performed by Demmings.

The evidence tendered by the Lodge in support of this claim is to me so convincing, I have no hesitation whatever in arriving at the decision that they have made out a case. I accordingly recommend that Wilson Demmings shall have his present rate of wage of $1.58½ per day increased to that of $2.00 per day of ten hours.

The company, in their reply to the application, contend as regards cases 2, 3 and 4, there being less than ten men affected, the Act does not apply and the Board would have no jurisdiction to hear and determine them. They have made the same objections before previous Boards. If there is anything in the contention it should be known, and if there is nothing in it, it should also be known. I have always taken a contrary view, and in support of my opinion quote a decision from the Honourable the Minister of Labour, governing the matter:—

"My understanding of section 21 of Industrial Disputes Investigation Act is, that if the number of employees directly or indirectly affected by a dispute is ten or more, the dispute may be referred to a Board, though the parties to whom it may directly relate are fewer in number than ten. If the failure to effect a settlement in regard to a matter affecting only six men is likely to result in ten or more being immediately or subsequently affected, the reference of such a dispute would in my opinion come very properly within the provisions of the Act."

(Signed) RODOLPHE LEMIEUX,
Minister of Labour.

In submitting a minority report of a previous Board, I took occasion to insert therein the following words, "It is the earnest hope of the undersigned that the finding of the Board in the cases which have been investigated will be cheerfully acquiesced in and agreed to by the parties interested."

Seeing that since those words were written there have been two Conciliation Boards convened in Springhill, in both cases the award being given against the company, and each finding totally ignored by them, it would appear to me to be unfair to repeat the quoted words in this instance; yet it is my belief it can be safely anticipated the employees will do nothing in the premises to lessen their dignity or jeopardize the confidence which the public has in them.

It can be said with a certainty for the company, judging by past experience, the present award being in their favour will be received and accepted with jubilation, and my exception to case No. 2 in this reference will no doubt be quoted in the future *ad nauseum.*

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) R. B. MURRAY.

Dated at Springhill, N. S., 21st May, 1908.

III.—DIFFERENCE BETWEEN THE OTTAWA STREET RAILWAY AND ITS EMPLOYEES REFERRED TO A BOARD.

ON May 8, the Department received an application from the members of Division No. 279 of the Amalgamated Association of Street and Electric Railway Employees of America, being employees of the Ottawa Street Railway Company, for the establishment of a Board of Conciliation and Investigation to adjust differences between the company and its employees. The demands included an increase in wages and changes as to wages and hours. The number of hours suggested per day was ten, or as near that figure as the schedule will permit. The employees also ask that the company would give, free of cost, to conductors and motormen who had been in its service for a period of one year and over, two uniforms per year, for winter and summer respectively, and would pay one half of the cost of uniforms for first year men. The men further requested that the company would not discriminate against any employee by reason of his being a member of Division No. 279 of the Order named. The Minister proceeded with the establishment of the Board, which was constituted as follows: viz., Mr. G. F. Henderson, K. C., Ottawa, appointed on the recommendation of the company; Mr. John G. O'Donoghue, Toronto, appointed on the recommendation of the employees; and Professor Adam Shortt, Kingston, appointed on the joint recommendation of the other members of the Board. At the close of the month it was understood that the investigation into the dispute would commence before the Board at Ottawa on June 2.(*)

(*) An agreement between the Ottawa Street Railway Company and its employees was concluded on June 6.

IV.—DISPUTE BETWEEN COAL MINE OWNERS AND THEIR EMPLOYEES AT EDMONTON, ALTA.

AN application from District No. 18 of the United Mine Workers of America, being employees of the Standard Coal Company of Edmonton, Alta., was received in the Department on May 19, for the establishment of a Board of Conciliation and Investigation to adjust differences between the company and its employees. The mine to which the application relates is a small property in the suburbs of Edmonton, and the differences set forth in the application relate to wages and general conditions of work. Twenty people were stated to be affected by the dispute. The company in its statement in reply urged that the mine officials and the employees had several times during the past two months tried to frame a new schedule of wages, but had not been able to reach an agreement for the reason that under the prevailing rates at coal mines in the district, the company was unable to compete in the market and maintain its present contracts at a living profit. The company claimed also that there had been no complaints as to the conditions surrounding the workmen in the mine, and that a number of men had notified the company of their withdrawal from the Union, being dissatisfied with union methods. The Minister proceeded with the establishment of the Board, Mr. Frank B. Smith, of Edmonton, being appointed on the recommendation of the company, and Mr. Frank H. Sherman of Taber, Alta., on the recommendation of the men. The establishment of the Board had not been completed at the end of the month.

V.—FOUR APPLICATIONS IN CONNECTION WITH NOVA SCOTIA COAL MINING DISPUTES—TWO OF THE DISPUTES SETTLED BEFORE THE CONSTITUTION OF BOARDS.

DURING the month, four applications were received in connection with coal mining disputes in Nova Scotia, with regard to two of which, however, settlements were reached before the constitution of the Boards demanded had been effected. The applicants in these cases were respectively as follows:—

1. Strathcona Lodge No. 23 and Buller No 21, Provincial Workmen's Association, being employees of the Acadian Coal Company, Limited, of Stellarton, N. S.

2. Ladysmith Lodge No. 30, Provincial Workmen's Association, being employees of the Intercolonial Coal Mining Company, Limited, Westville, N. S.

3. Drummond, Roberts, Pretoria and Port Cabot Lodges, Provincial Workmen's Association, being employees of the Nova Scotia Steel and Coal Company at North Sydney, N. S.

4. Seaside Lodge, Provincial Workmen's Association, being employees of the Port Hood Richmond Railway Coal Company, Limited, of Port Hood, N.S.

The differences were of a similar character in each case, and arose out of a demand made by the employees on the respective employing companies for a fifteen per cent increase of wages to come into effect on May 1. The companies had in each case refused the demand on the ground that business conditions did not permit of such an increase. In the case of the mines at Port Hood, the application set forth that the men "ceased work on May 1, but returned after four days, having entered into an agreement with the manager to place the matter before a Conciliation Board." The number of men concerned in the various applications were 3,650, distributed as follows, namely: Acadia Coal Company, 800; Intercolonial Coal Mining Company, Limited, 800; Nova Scotia Steel and Coal Company, Limited, 1,750; Port Hood Richmond Railway Coal Company, Limited, 300.

After the partial establishment of the Board in the cases of the Acadia Coal Company and the Intercolonial Coal Mining Company respectively, the parties concerned reached an agreement concerning the differences referred under the Act, and further proceedings in the matter of the establishment of a Board were mutually declared to be unnecessary.

In the case of the Nova Scotia Steel and Coal Company, owing to the absence of the manager in Europe, an extension of time during which a recommendation to the Board might be received, was on application of the company, granted by the Minister. Mr. J. W. Madden, of Sydney, was appointed a member of the Board on the recommendation of the employees, and at the end of the month the Minister was awaiting a recommendation from the company.

In the case of the Port Hood Richmond Railway Coal Company, the Minister, on the recommendation of the employees, appointed Mr. James McDonald, M. P. P., West Bay, N. S., a member of the Board, and at the end of the month was awaiting a recommendation from the company. (*)

(*) On June 4, Mr. George S. Campbell, merchant, Halifax, was on the recommendation of the company appointed to the Board, and later, on the joint recommendation of Messrs. Campbell and McDonald, His Honour Judge McGillivray of New Glasgow, was appointed Chairman of the Board.

VI.—OTHER APPLICATIONS.

ON May 29, the Department received an application from representatives of the Order of Railroad Telegraphers for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the Canadian Pacific Railway Company and railroad telegraphers in its employment,

the number of those interested indirectly in the differences being placed at 1,605. The cause of difference was stated to be the alleged wrongful dismissal on February 17, 1908, of Mr. A. E. Morrisette from the agency at Megantic, Que. The company in its reply stated that Mr. Morrisette had been dismissed, as stated, and that the company was not willing to reinstate him. The Minister proceeded to establish the Board, appointing on the recommendation of the company Mr. Charles S. Campbell, K. C., Montreal, and on the recommendation of the employees Mr. John G. O'Donoghue of Toronto. These appointments took place on June 2, and the Minister then, according to the Act, awaited a joint recommendation from Messrs. Campbell and O'Donoghue for a third member of the Board.

The establishment of a Board to adjust differences between the Canadian Pacific Railway Company, and its mechanical departments was completed early in the month of May, the Board being constituted as follows.—Mr. C. T. Fullerton, recommended by the company; Mr. James Somerville, recommended by the employees; Mr. P. A. MacDonald, Master in Chambers, Chairman, appointed by the Minister in the absence of a joint recommendation from the members named. The Board began its enquiry on Monday, May 18, but the question arose immediately as to whether the investigation should include the Eastern lines as well as the Western lines. The chairman, after having allowed an argument by counsel at length before the Board, decided that it was impossible to adjust the dispute of the Western lines without at the same time inquiring into conditions with relation to the Eastern lines. Mr. Fullerton thereupon resigned from the Board. The Minister awaited the report of the chairman on the question raised, and then called upon the company to recommend a person to succeed Mr. Fullerton, unless that gentleman would resume his duties. After some negotiations Mr. Geo. T. Galt, Winnipeg, Man., was appointed to succeed Mr. Fullerton, the appointment being made without any recommendation from the company. The Board was again completed on June 1, and resumed the enquiry the following day.

On May 14, the Department received from the representatives of the Station Freight Clerks' Union, Branches Nos. 1 and 2, of Halifax and St. John, of the Intercolonial Railway of Canada, an application under the terms of the Conciliation and Labour Act for the establishment of a Committee of Conciliation-Mediation and Investigation between the members of the Union and the Intercolonial Railway of Canada. The differences as set forth involved an application for an increase in salary, amounting to 25%, and a reclassification of the clerks. The Department was, at the close of the month, in correspondence with the parties concerned in these differences.

DECISION OF A BRITISH COLUMBIA MAGISTRATE REGARDING THE INDUSTRIAL DISPUTES INVESTIGATION ACT—QUESTION OF JURISDICTION TO IMPOSE PENALTIES.

A DECISION of importance in connection with the Industrial Disputes Investigation Act was given at Michel, B. C., during the month, as the outcome of some industrial disturbances in the collieries of the Crows' Nest Pass Coal Company. Information was laid on behalf of the company against James Douglas, Charles Gardner and William Whitehouse, charging them with violation of the Industrial Disputes Investigation Act by inciting and encouraging to strike. The cases were tried before Mr. J. H. McMullen, stipendiary magistrate in and for the county of Kootenay, B. C., on May 21, and on May 23, a decision was rendered by Mr. McMullen to the effect that his court had no jurisdiction in the case. The text of the decision is as follows:—

Text of Decision.

James Darbyshire Informant.
James Douglas *et al* Accused—

Before coming to any consideration upon the evidence adduced in support of the information it is necessary to decide the validity of the point raised by the defence againt my jurisdiction to hear and determine the case.

The principal objection raised by Mr. MacDonald is that this is not the tribunal contemplated by the Act, for the purpose of hearing and determining an information laid under Section 60 of the said Act, which reads as follows:

60. "Any person who incites, encourages, or aids in any manner an employee to declare or continue a lockout, or any employee to go or continue on strike contrary to the provisions of this Act, shall be guilty of an offence and liable to a fine of not less than fifty dollars nor more than a thousand dollars."

As it is necessary to refer to Section 61. I give the text of it, which is as follows:

61. "The procedure for enforcing penalties imposed or authorized to be imposed by this Act shall be that prescribed by Part XV of the Criminal Code, relating to Summary Convictions."

It is stated in Paley on convictions that the examination and punishment of offences in a summary manner by Justices of the Peace . . . are founded entirely upon a special authority conferred and regulated by Statute, and I can find no legislation in Canada which raises this general principle of law; on the contrary, the following comments on the same question are found in Seagers' Magistrates' Manual:

"Jurisdiction is the authority which an official has by law to hear and determine and do justice between the parties in a cause or matter brought before him. It is never presumed, but must appear affirmatively in some authorizing Statute, otherwise his proceedings are absolutely void. No power or right to hear and determine a cause can be given otherwise than by some jurisdiction conferred by and emanating from sovereign authority"

It is further argued that such an information is not triable under Part XV of the Criminal Code relating to Summary Convictions and that the said Part XV does not apply to the Industrial Disputes Investigation Act except in so far as the same is especially made to do so by the provisions of Section 61, which particularly states that all the proceedings subsequent to conviction shall be governed by the provisions of Part XV of the Code. I am of the opinion that Parliament purposely excluded the operation of all the Sections of Part XV save those mentioned in Sec. 61 so that the penal clauses should be administered either by the Minister of Labour, to whom is given by virtue of Sec. 3, the general administration of the Act, or by a Board of Investigation and Conciliation created by the Act. In any event if Parliament intended that all the provisions of Part XV of the Criminal Code should apply to the Act in question it is natural to suppose that they would have so stated, instead of directing that only a portion of said provisions should apply.

My opinion is strengthened by the fact that I have read a number of the acts of a quasi criminal nature passed during the same session as that in which the Act in question was passed, as well as Acts of a similar character contained in the revised Statutes of Canada such as the Electricity Inspection Act, the Meat and Canned Foods Act, Canada Temperance Act and the Lord's Day Act, and in all cases I find that the penal clauses contain the words "on Summary Conviction" which words are lacking in Sec. 60 of this Act.

For these reasons I am of the opinion that it was not intended that offences against the said act should be tried under Part XV of the Criminal Code and I decide accordingly. Unless I have jurisdiction under said Part XV of the Criminal Code I am of the opinion that the Act contains no other provisions whereby the information can be heard and determined by me and I decide accordingly.

The Counsel for the defence has raised a number of other objections to the proceedings before me, and if an appeal should be taken from my findings on the main question of law involved and these findings be reversed by the Appellate Court, I think that I should also dispose of the other matters so that all the important questions of law may be decided at one time by such Appellate Court.

I, therefore, find that all the remaining objections raised by the Counsel for the defence are not well taken, with the excepion of that demurs which to the information on the ground that it includes more than one offence. I find that this objection is well founded as the informations charge that the accused "did incite or encourage, etc., "each of which in my opinion constitutes a separate offence.

J. H. McMULLIN,
Stipendiary Magistrate in and for the County of Kootenay.

ALBERTA LEGISLATION AFFECTING LABOUR 1908.

THE third session of the first legislative assembly of the Province of Alberta, which began on January 16, closed on March 5, 1908 (1). The following is a review of the various acts of importance, from the standpoint of industry and labour, that were passed during the session:—

Hours of Labour Underground in Coal Mines.

An act was passed in the form of an amendment to the Coal Mines Regulation Act for the purpose of limiting hours of labour below ground. A workman is not to be below ground in a mine for the purpose of his work and of going to and from his work, for more than eight hours during any consecutive twenty-four hours. In the case of a workmen working in a shift, if the period between the times at which the first workman in the shift leaves and returns to the surface and the period between the times at which the last workman in the shift leaves and returns to the surface do not exceed the time above specified, no contravention is to be considered to take place. Similarly, in the case of a workman being below ground for the purpose of rendering assistance in the event of an accident or emergency, no contravention may be urged. The owner or manager of a mine is required to fix the time at which the lowering of the men is to commence and to be completed. The time consumed in lowering and raising each shift of workmen is not to exceed the time reasonably required for that purpose. A repairing shift of workmen may commence work on Saturday after eight hours have elapsed since the termination of their previous shift, provided the purpose is to avoid work on Sunday. The term workman, as above, includes every person employed in a mine below ground who is not an officer of the mine, owner, furnaceman, fanman, cager or onsetter, horse-keeper or pumpman. Provision is made for the keeping of a register of the times of descent and ascent both by the owner and the workmen, false entry in a register being punishable by a fine not exceeding $50. Power is given to the lieutenant-governor-in-council to suspend the act in the event of an emergency or of any grave economic disturbance due to the demand for coal exceeding the supply at any time. For contravening the act or permitting any person to contravene the act, the owner, agent and manager of a mine are both guilty of an offence under the act, unless it is proved that all reasonable means were taken to prevent the contravention. If a workman is below ground for a longer period than that fixed by the act, he is deemed to be below ground in contravention of the act, unless the contrary is proved. A workman, however, is not to be deemed guilty of an offence if he proves, in the case of any failure to return to the surface within the time limit, that without default on his part he was prevented from returning to the surface owing to means not being available. The penalty fixed for each offence, in the case of an owner, agent or manager of a mine, is a fine not exceeding $50, and in other cases a fine not exceeding $5.00. The act is to come into operation on March 31, 1909, when it is to be construed as one with the Coal Mines Act of 1906 (2)

(1) An advance copy of the statutes of Alberta, 1908, was received at the Department of Labour during May, by courtesy of the Government Printer, Edmonton. Alta.

(2) Alberta statutes, 1908, chap. 17, secs. 1 to 6.

Child Labour in Coal Mines.

The section of the Coal Mines' Act of 1906 regulating the employment of boys in coal mines is amended. The age limit in the case of underground employment is raised from 12 to 16 years, while the former provision with regard to an educational test in the case of boys employed above ground remains (3).

Protection of Employees in Coal Mines.

The Coal Mines Act of 1906 was further amended in a number of important particulars by way of providing more stringent protection for employees. Shafts or outlets must not be nearer to one another than 100 feet, the previous distance specified being 15 yards. The number of the certificate of a manager of a coal mine must in future be furnished to the Minister of Public Works. The provision for granting certificates of competency to candidates for a mine manager's certificate are made more stringent. In cases where miners have employed a check weigher, the manager may, at their request, deduct a *pro-rata* amount from their wages to provide for his payment. Owners of mines must in future make a return of production and of the average number of persons ordinarily employed in a mine. The reporting of accidents is made more imperative. The rules with regard to the inspection of the ventilation of mines, of the use of safety lamps, of explosives, of timbering, of providing dressing-rooms, and of appointing inspectors by workmen are more stringent, a new rule being added requiring managers to provide the books mentioned in the rules. (4).

Workmen's Compensation.

A very important act of the session was one with respect to compensation to workmen for injuries suffered in the course of their employment. In general terms the act requires that where personal injury, by accident, arising out of and in the course of employment, is caused to a workman, the employer is liable to pay compensation, provided the injury disables the workman for a period of two weeks or over from earning full wages at his work, and provided the injury is not due to the serious and wilful misconduct of the workman. Where the injury is caused by the personal negligence or wilful act of the employer or his agent, the workman may either claim compensation under the act or take proceedings independently of the act. The act sets forth the time in which proceedings must be taken and deals with cases of contracting-out, sub-contracting, insolvency of employer, etc. The scale and conditions of compensation are set forth in detail in a schedule appended to the act. (5).

Mechanic's Liens.

The section of the act requiring receipted pay-rolls to be posted by contractors on the works is amended by the addition of a proviso in the case of failure to comply with the section. The enforcement of claims for $200 may henceforth be realized by suit in the ordinary way. The owner's liability for wages unpaid by a contractor was previously limited to the sum owing and payable by him to the contractor. This clause is considerably extended. The liability of the owner, at present, is limited to the sum owing to the contractor "at the time of the receipt by the owner or person having superintendence of the work on behalf of the owner, of notice in writing of such lien and of the amount thereof; or which may become owing by the owner to the contractor at any time subsequent thereto while such lien is in effect." Mechanics' liens now expire after 90 days from the filing of the claim unless proceedings to realize have been instituted in the meantime. The time limit was previously 30 days (6).

Steam Boiler Legislation.

Boilers insured and inspected by any duly incorporated boiler insurance com-

(3) Alberta statutes, 1908, chap. 20, sec. 16. See also *Labour Gazette* for December, 1906, page 638, and for March, 1908, page 1114.

(4) Chap. 20, sec. 16.

(5) Chap. 12. An article dealing with legislation in the various provinces of the Dominion with regard to workmen's compensation is in preparation in the Department, and will be published in due course. The Alberta act will be dealt with in detail in this article.

(6) Chap. 20, sec. 12.

pany doing business in Canada were previously exempt from the operation of the Steamboilers Act of 1906. This provision is now repealed. Several additional safeguards are also provided. Traction and portable boilers must in future be provided with a steam gauge having double tube connections. Fireholes in portable, traction and locomotive firebox boilers must not be less than 10 x 15 in., to allow for the proper examination of the firebox. The fire line of furnaces must in future be at least two inches below the minimum prescribed water line in all horizontal and locomotive firebox types, and two-thirds to three-quarters the height of tubes in upright tubular boilers. The provisions as to lock pop safety valves, man holes in boilers, water supply, water feed, etc., are made more stringent. Boiler inspectors in future are to see that fly-wheels, pulleys and belting in engine and boiler rooms are properly protected, and that keys in pulleys do not project beyond the end of shafting. They are also to see that set screws on collars are countersunk, where considered necessary. The fee for obtaining a certificate of qualification to be an engineer is raised in certain cases. With respect to certificated engineers, it is provided that if an owner is satisfied that his boiler and engine have been damaged through the carelessness or negligence of the engineer in charge, he must report the facts to the inspector who must thereupon investigate the matter and suspend the engineer if he finds the latter to have been negligent (7).

Government Telephone and Telegraph Systems.

An act was passed authorizing the government of Alberta to purchase, construct and operate telephone and telegraph systems in the province, the same to be considered as public works within the meaning of the Public Works Act. The issuing of debentures for money borrowed in this connection is provided for. Contracts heretofore entered into by the government in this connection are declared valid by the act (8).

(7) Chap. 20, sec. 14.

(8) Chap. 14.

Commissions of Inquiry.

An act was passed empowering the lieutenant-governor-in-council to appoint a commission of inquiry whenever he deems it expedient to cause inquiry to be made into and concerning any matter within the jurisdiction of the legislative assembly, and connected with the good government of the province, or the conducting of the public business thereof. The commissioners thus appointed may have the power of summoning witnesses and of requiring them to give evidence on oath and to produce such documents as the commissioners may deem requisite, the commissioners to have the same power to enforce the attendance of witnesses and to compel them to give evidence as is vested in any court of record in civil cases (9).

Seed Grain.

An act was passed authorizing a loan from the government of Canada of the sum of $440,000 for seed grain purposes. The legislation is based on a report made by the Honourable the Minister of Agriculture for the province, in February, 1908, setting forth that a serious situation existed in the province regarding the supplying of good seed owing to the crop failure in 1907. Oats and barley, in particular, were stated to be scarce. Owing to the money stringency, the province was unable to depend on the Canadian banks furnishing the requisite funds, and there was no time for an immediate foreign loan. The distribution of the seed grain and the taking of security is provided for, the amount of the purchase price to be a charge on all property of the applicant and to be a tax upon the land for which the grain is furnished. The method of assessment, collection of taxation, etc., is set forth in full detail (10).

(9) Chap. 2.

(10) Alta. stat. 1908, chap. 21. For a statement re the action of the Government of Canada in this connection see March, 1908, issue of *Labour Gazette*, at page 1120.

Miscellaneous.

The Noxious Weeds Act was made considerably more stringent (11).

The Corporations Taxation Act was amended with reference to the taxation of insurance companies (12).

An act was passed for the purpose of establishing the Alberta Industrial School for Boys (13).

The garnishment of the salaries of civil servants was the subject of a special act. The word employee as used in the act does not include any person engaged in manual labour (14).

In different acts passed granting incorporation to railway companies, provisions were inserted requiring companies to permit the loading of grain into cars from farmers' vehicles or flat warehouses, subject to reasonable regulations (15).

(11) Alta. stat. 1908, chap 20, sec. 24.
(12) Alta. stat. 1908, chap. 20, sec. 27.
(13) Alta. stat. 1908, chap. 13.
(14) Alta. stat. 1908, chap. 8.
(15) Alta. stat. 1908, chap. 39, sec. 11 and chap. 28, sec. 11.

IMMIGRATION AND COLONIZATION.

The total immigration to Canada for April, 1908, compared with April, 1907, was as follows:—

Recent Immigration Returns.

TOTAL IMMIGRATION TO CANADA FOR APRIL, 1908, COMPARED WITH APRIL, 1907, WAS AS FOLLOWS:—

	April, 1907.				April, 1908.				Decrease.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	% of decrease.
Via ocean ports...	24,972	5,052	4,414	34,438	13,637	3,809	3,223	20,669	11,335	1,243	1,101	13,769	40
From the U. S...	5,131	2,103	2,379	9,613	5,678	1,531	1,877	9,086				527	5
Totals....	30,103	7,155	6,793	44,051	19,315	5,340	5,100	29,755	10,788	1,815	1,693	14,296	32

British Immigration Returns.

During the month ended March 31, 1908, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING MARCH, 1908-07.

Nationality.	1908	1907
English	7,605	12,279
Welsh	223	(*)
Scotch	1,753	5,137
Irish	478	798
British Colonial	252	(*)
Total of British origin	10,311	18,214
Foreign	1,375	2,481
Total	11,686	20,695

During the three months ending March 31, 1908, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN, JANUARY-MARCH 1908-07.

Nationality.	1908	1907
English	11,706	19,832
Welsh	375	(*)
Scotch	2,544	7,364
Irish	708	1,255
British Colonial	442	(*)
Total of British origin	15,775	28,451
Foreign	2,486	5,056
Total	18,261	33,507

(*) Not separately distinguished in 1907.

Homestead Entries During April, 1908.

The following statement shows the number of homestead entries made in April, 1908, as compared with April, 1907:

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF APRIL, 1908, AS COMPARED WITH THE MONTH OF APRIL, 1907.

Agency.	1908	1907	Increase	Decrease
Battleford	422	402	20	.....
Brandon	4	8	.....	4
Calgary	249	141	108	.....
Dauphin	52	66	.....	14
Edmonton	527	348	179	.....
Estevan	30	16	14	.....
Humboldt	195	254	.....	59
Kamloops	43	10	33	.....
Lethbridge	263	272	.....	9
Moose Jaw	563	425	138	.....
New Westminster	6	.....	6	.....
Prince Albert	121	138	.....	17
Regina	102	142	.....	40
Red Deer	180	176	4	.....
Winnipeg	56	75	.....	19
Yorkton	174	121	53	.....
Total	2,987	2,594	555	162

It will be seen that there has been a net increase in the number of homestead entries made in April, 1908, of 393.

A statement of the homestead entries during the first four months of the calendar year 1908, compared with the corresponding months of the calendar year 1907, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES JANUARY-APRIL, 1908 AND 1907, RESPECTIVELY.

Month.	1908	1907	Increase
January	1,453	1,111	342
February	1,420	1,033	387
March	1,869	1,589	280
April	2,987	2,594	393
Total	7,729	6,327	1,402

It will be observed that there has been a net increase of 1,402 in the number of homestead entries made during the first four months of the calendar year 1908, compared with the corresponding period of 1907.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of April, 1908, were as follows:—

NATIONALITIES OF HOMESTEADERS IN APRIL, 1908.

Nationalities.	No. of Entries.
Canadians from Ontario	312
" Quebec	57
" Nova Scotia	18
" New Brunswick	8
" Prince Edward Island	10
" Manitoba	69
" Saskatchewan	93
" Alberta	53
" British Columbia	4
Persons who had previous entry	286
Newfoundlanders	.....
Canadians returned from the United States	63
Americans	848
English	559
Scotch	114
Irish	50
French	41
Belgians	17
Swiss	3
Italians	1
Roumanians	5
Syrians	1
Germans	51
Austro-Hungarians	158
Hollanders	9
Danes (other than Icelanders)	7
Icelanders	10
Swedes	34
Norwegians	54
Russians (other than Mennonites and Doukhobors)	50
Mennonites	.....
Doukhobors	.....
Chinese	.....
Japanese	.....
Persians	.....
Australians	.....
New Zealanders	.....
Hindoos	2
Total	2,987

Representing 6,766 souls.

Of a total of 911 entries made in April, 1908, by persons coming from the United States, there were 225 from North Dakota, 147 from Minnesota, 66 from Michigan, 64 from Wisconsin, 52 from Washington, 42 from Montana, 41 from Iowa, 39 from Nebraska, 35 from South Dakota and 35 from Illinois.

Lands Patented in April, 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and Yukon Territory, issued by

the Department of the Interior during April, 1908, is as follows:—

LANDS PATENTED DURING APRIL, 1908.

Nature of Grant.	April, 1908.	
	No. of Patents.	No. of Acres.
Alberta Railway and Irrigation Co's sales	4	1,440.00
British Columbia Homesteads	9	1,359.30
British Columbia sales	1	126.95
Coal lands sales	2	240.00
Homesteads	1,258	198,712.38
License of occupation	1	.....
Military homesteads	1	320.00
Mineral rights (1,669.68 acres)	9	.....
Northwest half-breed grants	10	1,756.60
Parish sales	1	.....
Quit claim, special grants (240 acres)	1	.....
Railways:		
Canadian Northern Ry. Co.	7	187.92
Can. Pac. Ry. grants	4	794.70
Can. Pac. Ry. grants, Souris Branch	.....	.....
Can. Pac. Ry. roadbed and station grounds	1	25.17
Grand Trunk Pac. Ry. grants	28	308.75
Manitoba and Northwestern Ry.	.....	.....
Qu'Appelle Long Lake and Sask. Rd. and Steamboat Co	1	158.00
Sales	24	5,114.46
School lands sales	16	2,546.04
Special grants	18	306.86
Special grants, under rights, (41,538.50 acres)	62	.....
Yukon Territory sales	3	320.00
Totals	1,461	213,717.13

In April, 1907, the number of patents issued was 2,178, covering an area of 559,519.77 showing a decrease for the month of April, 1908, of 717 in the number of patents issued, and of 345,802.64 acres in the area patented.

ABSTRACT OF LETTERS PATENT COVERING DOMINION LANDS SITUATE IN MANITOBA, SASKATCHEWAN, ALBERTA, BRITISH COLUMBIA AND THE YUKON TERRITORY ISSUED FROM THE DEPARTMENT OF THE INTERIOR DURING THE FISCAL YEAR (TWELVE MONTHS) ENDING 31ST MARCH, 1908, AS COMPARED WITH THE FISCAL YEAR (NINE MONTHS) ENDING 31ST MARCH, 1909.

	Nature of Grant.	From 1st April, 1907, to 31st March, 1908 (twelve months)		From 1st July, 1906, to 31st March, 1907. (nine months)	
		Patents.	Acres.	Patents.	Acres.
1.	Alberta Railway and Irrigation Co.'s sales	29	17,932		
2.	British Columbia homesteads	102	14,783	25	3,829
3.	British Columbia sales	49	2,739	32	2,919
4.	Coal land sales	36	7,903	2	632
5.	Commutation grants	6	281	2	251
6.	Half-breed allotments	1	240		
7.	Homesteads	14,506	2,300,706	8,894	1,417,541
8.	Hudson's Bay Co	3	1,761	25	20,111
9.	Leases	3			
10.	License of Occupation	6			
11.	Manitoba Act grants	4	117		
12.	Military bounty grants			1	160
13.	Military homesteads	9	2,672	3	959
14.	Mineral rights (7,574 acres)	39		4	
15.	Mining lands sales	6	102	2	400
16.	Northwest half-breed grants	220	37,255	333	67,381
17.	Parish sales	6	1,546	8	770
18.	Quit Claim, special grants (1,842 acres)	12		9	
	Railways:				
19.	Alberta Railway and Coal Co			1	160
20.	Calgary and Edmonton Railway Co	93	85,975		
21.	Calgary and Edmonton Railway Co., under rights (2,001 acres)	9		2	
22.	Canadian Northern Railway Co	1,330	2,138,422	332	284,662
23.	Canadian Pacific Railway grants	246	377,427	140	237,861
24.	Canadian Pacific Railway grants, Souris branch	50	94,611	66	195,692
25.	Canadian Pacific Railway roadbed and station grounds	76	1,062	6	117
26.	Grand Trunk Pacific Railway grants	33	361		
27.	Manitoba and Southeastern Railway Co	471	676,160		
28.	Manitoba and Northwestern Railway Co	34	29,421	18	271
29.	Manitoba Southwestern Colonization Railway Co	192	52,779	99	37,592
30.	Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co	10	5,911	41	22,910
31.	Saskatchewan and Western Railway	43	98,886		
32.	Sales	607	159,050	361	50,161
33.	School land sales	189	21,949	105	15,382
34.	Special grants	204	6,579	65	726
35.	Yukon territory sales	65	2,147	20	843
36.	Yukon territory specials	1			
	Totals	18,690	6,138,977	10,596	2,361,330

Land Sales.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the month of April, 1908, compared with the sales of April, 1907, and for the year 1908 to April 30th, compared with the corresponding period a year ago.

LAND SALES OF CANADA NORTHWEST LAND COMPANY.

	Acres.	Price obtained.
April, 1908	649.54	$ 6,395.40
April, 1907	3,035.93	31,799.30
Decrease, 1908	2,386.39	25,403.90
From Jan. 1 to Apr. 30, 1908	2,139.51	24,942.94
From Jan. 1 to Apr. 30, 1907	7,045.55	76,938.82
Decrease, 1908	4,906.04	$51,995.88

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING MAY, 1908.

The following is a list of contracts awarded by the Department of Public Works and the Department of Railways and Canals which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

LANDING pier, Chûte à Blondeau, Ont. names of contractors, Lafleur and Gravelle, Montreal, Qué.; date of contract, April 29, 1908; amount of contract, $6,500.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$2.50 per day of 10 hours.
Carpenters	1.75 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.50 " 10 "
Labourers	1.50 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon	3.00 " 10 "

New Western Entrance, Harbour of Toronto, Ont.; names of contractors, R. G. Weddell & Co., Toronto, Ont.; date of contract, May 15, 1908; amount of contract, $495,000.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Contractor's foreman carpenter	$ 3.50 p. dy. of 10 hours.
Contractor's foreman mixing concrete	2.50 " 10 "
Contractor's foreman laying concrete	2.50 " 10 "
Contractor's foreman stone crusher	2.50 " 10 "
Timekeepers	60.00 per month.
Blacksmiths	3.50 p. dy. of 10 hours.
Blacksmiths' helpers	2.25 " 10 "
Dredge captain	100.00 per m. and brd., 12 hrs. p. day.
Dredge engineer	100.00 " "
Dredge cranesman	65.00 " "
Dredge fireman	40.00 " "
Dredge deckhands	35.00 " "
Tug captain	60.00 " "
Tug engineer	60.00 " "
Tug fireman	35.00 " "
Tug deckhands	35.00 " "
Steam derrick engineer	2.50p. dy. of 10 hours
Steam derrick fireman	1.75 " 10 "
Ordinary labourers	1.50 " 10 "
Driver with 1 horse and cart.	3.50 " 10 "
Driver, 2 horses and wagon	4.50 " "

Extension to breastwork, Edmundston, N.B., name of contractor, T. P. Charleson, Ottawa, Ont.; date of contract, May 20, 1908; amount of contract $10,440.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$2.50 per day of 10 hours.
Carpenters	1.75 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.50 " 10 "
Ordinary labourers	1.25 " 10 "
Driver, one horse and cart	2.00 " 10 "
Driver, 2 horses and wagon	3.00 " 10 "

Public building, Markham, Ont.; name of contractor, W. J. Trick, Oshawa, Ont.; date of contract, May 20, 1908; amount of contract, $6,900.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, per day of 10 hours, Not less than:
Stonecutters	$ 3.50
Bricklayers	3.50
Masons	3.50
Carpenters	2.00
Joiners	2.00
Stair builders	2.25
Plasterers	3.50
Painters and glaziers	2.00
Plumbers	2.50
Steamfitters	2.50
Sheet Metal workers	2.50
Electricians	2.50
Builders' labourers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.75
Driver, 2 horses and wagon	4.00
Lathers	.02½ per yard.

Sput pier, Digby, N.S.; names of contractors, J. E. & H. Bigelow, Canning, N.S.; date of contract, May 22, 1908; amount of contract, $17,900.00.

FAIR WAGES SCHEDULE.

Trade of Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$2.25 per day of 10 hours.
Carpenters	1.75 " 10 "
Engineman on pile driver	2.00 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.50 " 10 "
Ordinary labourers	1.25 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon	3.00 " 10 "

Public building, Magog, Que.; name of contractor, R. Cameron, Almonte, Ont.; date of contract, May 27, 1908; amount of contract, $19,940.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rates of Wages, Not less than:
Carpenters	$2.00 per day of 10 hours.
Painters and glaziers	2.00 " 10 "
Bricklayers	3.00 " 10 "
Masons	3.00 " 10 "
Stonecutters	3.50 " 10 "
Plasterers	3.00 " 10 "
Plumbers and steamfitters	3.00 " 10 "
Sheet metal workers	2.50 " 10 "
Electricians	2.50 " 10 "
Builders' labourers	1.50 " 10 "
Common labourers	1.25 " 10 "
Driver, 1 horse and cart	2.50 " 10 "
Driver, 2 horses and wagon	4.00 " 10 "

Department of Railways and Canals.

Removal of Slides Nos. 1 and 2, Welland Canal. Date of Contract, May 21st, 1908. Amount of Contract, Slide No. 1, 65 cents per cu. yd.; Slide No. 2, 45 cents per cu. yd. Contractor, William E. Phin, of Welland, Ont.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages
Dredge engineer	$110.00 per month and board, 12 hours per day
Dredge craneman	65.00 " "
Dredge fireman	45.00 " "
Tug captain	80.00 " "
Tug engineer	60.00 " "
Tug fireman	45.00 " "
Tug deckhands	40.00 " "
Stationary engineer	60.00 per m., 10 hrs. per day.
Stationary fireman	45.00 per m., 10 hrs. per day.

Erect fencing on District No. 10, Dartmouth to Windsor, I.C.R. Date of Contract, May 11th, 1908. Amount of Contract, 35 cents per rod. Contractor, Augustus Peverill, of Bedford, N.S.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 hours, Not less than:
Foreman	$2.50
Labourers	1.50

Erect fencing on District No. 14, Loggieville to Fredericton, I.C.R. Date of Contract, May 12th, 1908. Amount of Contract, 35½ cents per rod. Contractors James H. Holmes and Howard W. Holmes, of Doaktown, N.B.
Insert 6 pt.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 hours, Not less than:
Foreman	$2.25
Labourers	1.35

For a line of railway from Wellington to or towards Union Bay by way of Alberni—55 miles. Date of Subsidy

Agreement, May 27th, 1908. Amount of Subsidy, $3,200 per mile, not exceeding $6,400 per mile. Railway Company, the Esquimalt and Nanaimo Railway Company.

FAIR WAGES SCHEDULE.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Railways and Canals, and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the company.

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	$ 565.66
Making and repairing rubber dating stamps and type, also other stamps	42.88
Supplying stamping material and wooden boxes, and repairing stamping pads	1,507.19
Repairing post office scales	1.50
Supplying mail bags	692.05
Repairing mail bags	1,831.30
Making and repairing mail locks and supplying mail bag fittings	258.10
Supplying street letter boxes and railway mail clerks' tin travelling boxes, and repairing portable letter boxes, railway mail clerks' tin travelling boxes and parcel receptacles	3,324.50
Making and repairing miscellaneous articles of postal stores	15.15
Making up and supplying articles of official uniform	4,894.65

INDUSTRIAL ACCIDENTS DURING THE MONTH OF MAY 1908.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in loss of life or limb, or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the satement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 324 individual work-people in Canada during the month of May, 1908, were reported to the Department of Labour. Of these 122 were fatal and 202 resulted in serious injuries. In addition, 5 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before May, 1908. The number of fatal accidents reported in May, 1908, was 35 more than in the previous month, and 37 more than in May, 1907.

Of 148 returns received during the month giving the ages of the victims of industrial accidents, 19 referred to persons under twenty-one years of age, 37 to persons between twenty-one and forty-five, 9 to persons over 45; 82 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING MAY, 1908, BY INDUSTRIES AND TRADES.

Trade or industry.	Killed	Injured.	Total
Agriculture	11	27	38
Fishing and hunting	5		5
Lumbering	28	9	37
Mining	15	8	23
Building trades	1	16	17
Metal trades	7	31	38
Woodworking trades	1	20	21
Clothing trades		1	1
Textile trades		5	5
Food & tobacco preparation	3	8	11
Leather trades	1	1	2
Railway service	21	31	52
Navigation	9	8	17
General transport	6	6	12
Civic employees	1	3	4
Miscellaneous	8	20	28
Unskilled labour	5	8	13
Total	122	202	324

Nature of Fatalities and Accidents.

The chief disasters of the month were the drowning of four workmen at Campbellton, N.B., the scalding to death of five workmen on the steamer "Brockville" at Toronto, Ont., through the bursting of a six inch circulating tube; the drowning of three members of a freight train crew in a wash-out at Port Arthur, Ont.; the drowning of two fishermen at Picton, Ont. and Canso, N.S., of two electric power employees at Shawinigan, Que., of two prospectors at Bay Lake, Ont.; and the burning to death of two power employees at Sault Ste. Marie, Ont.

Drowning of Four Men at Campbellton, N. B.

On May 13 while five men in the employ of the Shives Lumber Company, Campbellton, N.B., were engaged in repairing the chain in the mill-slip in a boat about 120 yards from shore, the anchor slipped and knocked a plank out of the side of the boat which immediately filled and sank. Four of the workmen were drowned, the fifth reaching shore by swimming.

Fatal Scalding Accident on SS. "Brockville" at Toronto, Ont.

On Saturday May 9, a six-inch circulation tube in the machinery of the Richelieu and Ontario steamer "Brockville," while being repaired at the ship yards in Toronto, Ont., burst, killing four workmen and seriously injuring three others. The verdict of the jury was that "Adolphe Sauvageau (one of the victims) came to his death from scalding on the steamer "Brockville" through the negligence of some person or persons unknown, by interfering ignorantly with the valve on the boiler."

Disastrous Freshet on Current River, Port Arthur, Ont.

On May 28, the water at the Paquette dam on Current River, Port Arthur, Ont., found its way, under the foundation and eroded it to such an extent as to cause it to give way liberating a mass of water about 20 feet deep and extending back for five miles. The flood carried away three-quarters of a mile of the Canadian Pacific Railway line including the bridge over the river. Shortly after the flood occurred a freight train consisting of an engine and nine cars plunged from the broken bridge into the river taking with them the engineer, fireman and brakeman who were drowned.

Drowning of Two Fishermen at Picton. Ont.

On May 5, three fishermen were fishing out of a punt at Black River bridge in the county of Picton, Ont., when the vessel capsized precipitating two of its occupants into the water. One of the fishermen swam to shore but the other two were drowned.

Drowning Fatality at Shawinigan Falls, Que.

On May 18, two employees of the Shawinigan Water and Power Co., were on a tour of inspection above the Shawinigan Falls when the boat was capsized by a log and they were swept by the swift current over the falls, one hunderd and thirty feet high.

Fatality at Sault Ste Marie, Ont.

On May 18, a serious fire occurred at Sault Ste. Marie, Ont., destroying the Lake Superior Company's Power Plant, the Sault Pulp and Paper Mill storehouse, and causing the death of two of the power house employees.

DEPARTMENT OF LABOUR, CANADA
STATISTICAL TABLE, SERIES F., No. 55.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MAY, 1908.

Trade or Industry.	Locality.	Date.	No. killed	Cause of Fatality.
Agriculture.—				
Farmer	Davidson, Sask	May 5	1	Suffocated by gas in well.
"	New Westminster, B. C	" 7	1	In a runaway.
"	Gorrie, Ont	" 15	1	"
"	Lytton, B. C	" 4	1	Drowned, scow upset while crossing river with load of hay.
"	Tweedside, Ont	" 14	1	Skull fractured by plank blown from barn
"	Pointe aux Trembles, Que	" 5	1	Drowned.
"	Johnston's River, P. E. I	" 16	1	Fell from load of hay, broke his neck.
"	Kenora, Ont	" 14	1	Burned to death while saving family from burning house.
"	Coquitham, B. C	" 11	1	Kicked by horse.
"	Jacquet River, P. E. I	" 21	1	Run over by train.
Farmer's wife	North Sydenham, Ont	" 7	1	In a runaway.
Fishing and Hunting.—				
Fisherman	Picton, Ont	" 5	2	Drowned, boat capsized.
"	Canso, N. S	" 27	2	" "
Trapper	Michel, B. C	" 4	1	Drowned.
Lumbering.—				
Logger	Port Arthur, Ont	" 4	1	Drowned, slipped from logs.
"	Sherbrooke, Que	" 14	1	Run over by train.
"	La Tuque, Que	" 12	1	Drowned, slipped from logs.
"	Villeroy, Que	" 1	1	Killed in log jam.
"	St. Pacôme, Que	" 12	1	Ice gave way, drowned.
"	St. George Beauce, Que	" 13	1	Drowned, fell into river.
"	Fox River, Que	" 20	1	" "
"	South Lorraine, Ont	" 26	1	Tree fell on him.
"	Moose Lake, Ont	" 25	1	Run over by train.
"	Ste. Agathe, Que	" 29	1	Drowned, fell off logs.
"	Near Lindsay, Ont	" 6	1	Drowned, fell off logs.
"	Shawinigan, B. C	" 21	1	Crushed between logs.
"	Fenelon Falls, Ont	" 4	1	Drowned, between logs.
Saw mill hands	Campbelton, N. B	" 13	4	Drowned, boat swamped in mill-pond.
"	Ottawa, Ont	" 13	1	Drowned in flume.
"	"	" 15	1	Caught in machinery.
"	Fenelon Falls, Ont	" 4	1	Drowned, fell into slide.
"	Keewatin, Ont	" 21	1	Run over by train.
"	Chatham, N. B	" 13	1	Caught in belt.
"	Chemainus, B. C	" 23	1	Caught in machinery.
River driver	Lakefield. Ont	" 26	1	Drowned, fell off dam.
"	Nogies Creek, Ont	" 15	1	Drowned, fell off log.
"	Upper St. John River, N. B	" 28	1	Drowned, fell off a log.
"	Near Campbelton, N. B	" 28	1	" "
Fire ranger	Bestocassing, Ont	" 25	1	Drowned, canoe upset.
Mining.—				
Miner	Sydney, N. S	" 4	1	Run over by coal car.
"	"	" 7	1	By fall of coal.
"	Cobalt, Ont	" 5	2	While blasting in mine.
"	Coal Creek, B. C	" 6	1	Run over by mine train.
"	Springhill, N. S	" 9	1	By fall of coal.
"	Thetford mines, Que	" 2	1	Fell 150 ft. into pit.
"	Field, B. C	" 16	1	While blasting.
"	Haileybury, Ont	" 7	1	Fell 100 feet down shaft.
"	Rossland, B. C	" 21	1	By explosion of powder.
Prospector	Red Pine Rapids, Ont	" 7	1	Drowned, canoe swamped.
"	Larder Lake, Ont	" 14	1	Drowned, broke through ice.
"	Bay Lake, Ont	" 22	2	Drowned, canoe upset.
Mine machinist	Fernie, B. C	" 5	1	Run over by locomotive.
Building trades.—				
Carpenter	St. John, Que	" 14	1	Caught in machinery.
Metal, engineering and shipbuilding trades.—				
Electrical Worker	Toronto, Ont	" 5	1	Caught in belting.
"	Shawnigian Falls, Que	" 18	2	Drowned, swept over falls 150 ft. high.
"	Sault Ste. Marie, Ont	" 18	2	Lost life in fire of power house.
"	Ottawa, Ont	" 22	1	Fell from telegraph pole.
Rolling mill worker	St. John, N. B	" 14	1	Caught in belting.
Woodworking trades.—				
Woodworker	Toronto, Ont	" 29	1	Caught in machinery.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE, SERIES F., No. 55.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MAY, 1908.

Trade or Industry.	Locality.	Date.	No. killed	Cause of Fatality.
Food and tobacco preparation.—				
Brewery worker	Toronto, Ont,	May 9	1	Fell down elevator shaft.
Beer driver	Ottawa, Ont	" 20	1	Fell from load and run over.
Confectioner	Glace Bay, N. S	" 28	1	By explosion of soda water cylinder.
Leather trades.—				
Hide cleaner	Winnipeg, Man	" 13	1	Run over by train near tannery.
Railway employees.—				
Engineer	Owen Sound, Ont	" 30	1	Head on collision.
"	Phrt Arthur, Ont	" 28	1	Train swept away by flood.
Brakeman	Chambly Canton, Que	" 5	1	Run over by train.
"	Dryden, Ont	" 10	1	Caught between cars.
"	London, Ont	" 6	1	Run over by train.
"	Smith's Falls, Ont	" 18	1	Fell from ballast train.
"	Toronto, Ont	" 13	1	Lumber from car fell on him.
"	Schreiber, Ont	" 4	1	Caught between cars.
"	Sydney, N. S	" 4	1	Run over by train.
"	Brandon, Man	" 1	1	"
"	Port Arthur, Ont	" 28	1	Train swept away by flood.
Fireman	Port Arthur, Ont	" 28	1	Train swept away by flood.
"	Revelstoke, B. C	" 27	1	Run over by train.
Sectionman	Outremont, Que	" 5	1	Run over by train.
"	St. Boniface, Man	" 18	1	Run over by train.
"	Welland, Ont	" 26	1	Heat prostration.
Construction hand	Field, B. C	" 5	1	Large boulder fell on him.
"	Keremeos, B. C	" 15	1	Run over by load of steel rails.
"	Ste. Philomêne, Que	" 4	1	Explosion of dynamite.
"	Kenora, Ont	" 7	1	"
"	Burlington, Ont	" 22	1	Run over by train.
"	Field, B. C	" 23	1	Explosion of dynamite.
Navigation.—				
Chief engineer on S. S. Brockville	Toronto, Ont	" 9	1	Explosion of 6 in. circulation tube.
Fireman on S. S. Brockville	"	" 9	2	"
Oiler on S. S. Brockville	"	" 9	1	"
Cook on vessel	Gulf of St. Lawrence, Que	" 14	1	In collision bet. S.S. Ottawa & Trold.
Longshoremen	St. John, N. B	" 18	1	Fell into hold of vessel.
"	"	" 19	1	Caught bet, cargo stage and side of ship.
Ship labourer	Quebec, Que	" 29	1	Fell bet. ship and wharf.
Ferryman	Nelson, B. C	" 26	1	Drowned, boat capsized.
General transport.—				
Street car employee	Montreal, Que	" 11	1	Run over by a car.
Canal employee	Lindsay, Ont	" 2	1	Drowned, fell into lock.
Teamster	Ottawa, Ont	" 4	1	Fell from vehicle.
"	Toronto, Ont	" 4	1	Kicked on head by horse.
"	"	" 8	1	Fell from Rosedale bridge 100 ft.
Rider on ranch	Lethbridge, Alta	" 30	1	Struck by lightning.
Civic employees.—				
Fireman	Florenceville, N. B	" 22	1	Fell from ladder.
Miscellaneous.—				
Cement worker	Pointe aux Trembles, Que	" 11	1	Smothered in bed of cement.
Laundry worker	Peterborough, Ont	" 9	1	Died from burns in gasoline explosion.
Horse trainer	St. Thomas, Ont	" 9	1	Heavy structl. steel fell on him in box car
Brickyard worker	Toronto, Ont	" 22	1	Mass of clay fell on him.
Elevator boy	Toronto, Ont	" 19	1	Fell down elevator shaft 50 feet.
Gas company employee	Calgary, Alta	" 9	1	Fell 14 ft. from derrick.
Commercial traveller	Tillsonburg, Ont	" 20	1	Burned to death in hotel fire.
" "	Stratford, Ont	" 6	1	Fell down hotel steps.
Unskilled labour.—				
Labourer	Montreal, Que	" 11	1	Struck by street car.
"	Bury, Que	" 14	1	Run over by train.
"	Magog, Que	" 24	1	Drowned, fell from boat.
"	Toronto, Ont	" 14	1	Caught in belting.
"	Guelph, Ont	" 30	1	Explosion of dynamite in drain.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 55.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN MAY.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Farmer	Chamberlain, Sask	Apr. 29	1	Large boulder rolled on him.
Logger	Pitt Lake, B. C	" 29	1	Crushed between log and a rock.
Miners	Phœnix, B. C	" 29	2	By a cave in of coal.
Merchant	Campbellford, N. B	" 30	1	In a runaway.

Drowning Accident Near Canso, N. S.

On May 27, two fishermen while tending lobster traps off Canso, N.S., were drowned by the capsizing of their boat.

Drowning Accident in Bay Lake, Ont.

On May 26, two prospectors were drowned in Bay Lake, near Cobalt, Ont., their canoe having capsized in a sudden squall.

Record by Industries and Trades.

Agriculture.—In this industry, 11 fatal and 28 non-fatal accidents occurred during May, 1908, compared with 21 fatal and 11 non-fatal in the preceding month and 10 fatal and 23 non-fatal in May, 1907. Three farmers were killed in runaways, 2 by drowning and 1 each by being suffocated by gas, being struck by flying material, by a fall, by being burnt to death, by livestock and by being run over. Of the serious accidents 9 were caused by livestock, 6 by machinery, 5 by runaways, 4 by falls, and 1 each by explosions, by being burnt, and by falling material.

Fishing and hunting.—Five fishermen were drowned in May, 1908. In April the record was also 5 drownings and in May of last year, 1 killed and 3 injured.

Lumbering.—There were 28 workers killed and 9 injured compared with 10 killed and 5 injured in April, and 13 killed and 11 injured in May, 1907. Nineteen of the fatalities were due to drowning, 3 respectively to being run over and to machinery, 2 to being caught in a log jam and 1 to a tree falling on the victim. Seven of the other accidents were due to machinery and 2 to falling material.

Mining.—There were 15 fatal and 8 non-fatal accidents in May as against 7 killed and 11 injured in the previous month and 11 killed and 11 injured in May, 1907. Four respectively of the fatalities were caused by explosions and by drowning, 3 by being run over by vehicles and 2 each by falling material and by falls. Falls of coal seriously injured 3 workmen, machinery 1, an explosion 1, being struck by cars 1, running against a steam pipe 1, and escaping steam 1.

Building trades.—In this group there were 1 killed and 16 injured. In April the record was 5 killed and 12 injured, and in May, 1907, 6 killed and 16 injured. A carpenter at St. Johns, Que., was caught in machinery and killed. Eight of the other accidents were due to falling of scaffolds, 2 respectively to explosions, and to elevators, and 1 each to a fall from a house, to tools, to a fall and to falling material.

Metal, engineering and shipbuilding trades.—Seven workmen were killed and 31 injured, compared with 2 killed and 27 injured in April last, and 9 killed and 33 injured in May, 1907. Two of the deaths were caused respectively by machinery, by drowning and by being burnt to death, and 1 by a fall. Thirteen of the minor accidents were caused by machinery, 5 by falls, 4 by falling material,3 by molten metal and 2 each by elevators, electric shock and explosions.

Woodworking trades.—During May, a woodworker in Toronto, Ont., was caught in machinery and killed and 20 other workmen were injured. In the previous month there were 1 killed and 11 injured and in May, 1907,there were 12 minor

accidents. Of the injuries 14 were due to machinery, 3 to flying material, 2 to falls and 1 to falling material.

Clothing trades.—There was only 1 minor accident caused by machinery in these trades in May as against 2 minor accidents in April last and 2 in May of last year.

Textile trades.—Five workmen were seriously injured in this class. There were no accidents in the month before, and 2 minor accidents in May, 1907.

Food and tobacco preparation.—Three of these workmen were killed by accident and 8 injured during May, compared with 4 killed and 5 injured in the preceding month and 12 injured in May, 1907. Falling down an elevator shaft caused 1 death, being run over by a loaded wagon another and the explosion of a soda water cylinder the third. Two each of the injuries were due to tools, elevators and runaways, and 1 each to being kicked by a horse and to machinery.

Leather trades.—A hide cleaner during May was killed at Winnipeg, Man., by being run over by a train near the tannery and another workman was injured by being struck by a train. There were 1 killed and 1 injured in the previous month and no accidents in May of last year.

Railway service.—In May last there were 22 railway employees killed and 31 injured, compared with 32 killed and 45 injured the month before and 20 killed and 30 injured in May, 1907. Of the accidental deaths, being run over by trains or portions thereof caused 9, explosions of dynamite, and being swept away by a flood 3 each, being caught between cars and falling material 2 each, and a collision, a fall and heat prostration 1 each. Seven of the accidents respectively, were due to collisions and to falls, 5 to derailments, 2 each to being struck by trains, to machinery, to blasting to being scalded by steam and to falling material and 1 each to being caught between cars and to being run over.

Navigation.—In this group death through accident came to 9 workmen while 8 others were injured, as against 2 killed and 9 injured in April, 1908, and a 7 killed and 11 injured in May, 1907. Four were killed by the explosion of a portion of a boiler, 3 by falls and 1 each by drowning and by a collision. Falling material injured 4, the explosion of a steam pipe 2, and a fall and being seriously burned 1 each.

General transport.—The record during May was 6 killed and 6 injured. In April it was 2 killed and 11 injured and in May, 1907, 2 killed and 10 injured. Two of the fatalities were due to falls and 1 each to being run over, to drowning, to live stock and to being struck by lightning. Of the accidents, 3 were due to falls and 1 each to a runaway, to live stock and to a collision.

Civic employees.—There were 1 civic employee killed and 4 injured during May, as against 5 killed and 5 injured in the month before and 4 injured in May of last year. A firemen at Florenceville, N.B., fell from a ladder and was killed and 2 employees were injured by being run over by vehicles and 1 by a fall.

Miscellaneous.—Eight were killed and 20 injured, compared with 1 killed and 18 injured in April last and 7 killed and 8 injured in May, 1907. Three of the deaths were due to falls, 2 to falling material and 1 each to being smothered in cement, to an explosion of gasoline, and to being burned in a hotel fire. Three of the minor accidents were due to falling material, 4 each to runaways, to falls and to being struck by a car laden with brick, 2 to a derailment and 1 each to an explosion of gasoline, to a runaway and to an elevator.

Unskilled labour.—Five of these workers were killed by accident and 8 injured, compared with 7 killed and 11 injured in the preceding month and 2 killed and 16 injured in May, 1907. One each of the fatalities was caused by being struck by a street car, by being run over, by drowning, by machinery and by an explosion. Falling material was the cause of the 8 other accidents.

RECENT INDUSTRIAL AGREEMENTS

Agreement between the Master Plumbers and Fitters' Association of Toronto and the Journeymen Plumbers, Gas and Steamfitters Known as Local Union No. 46.

CLAUSE 1. That the hours of labour shall be from 8 a. m. to 5 p. m., with one hour for dinner. Saturday 8 a. m. to 12 a. m.

CLAUSE 2. All overtime to be paid at the following rates: Saturday afternoon time and one-half, from 5 p. m. to 8 a. m. and all Statute Holidays time and one-half, Sunday double time, except when working in the country where no Local Union of the U. A. exists they may work 10 hours at single time on regular working days, except where the working day is less than 10 hours.

CLAUSE 3. Time to and from out of town work to 9 p. m. to be paid at single time. If travelling at night, a sleeper to be provided by the employer.

CLAUSE 4. Wages to be paid weekly or fortnightly before 5.15 p. m. on Friday or 12.15 noon Saturday, with a recommendation that Friday be pay day.

CLAUSE 5. All expenses for board and fares on out of town work to be paid by the employer.

CLAUSE 6. In case of any grievance arising between the Master Plumbers' and Fitters' Association and Local Union No. 46, said grievances shall be referred to a committee of five from each Association, said committee to meet within three days' notice thereof, committee to have full power to settle same. In the event of a grievance arising between a Master Plumber or Fitter (who is not a member of the Master Plumbers' and Fitters' Association) and Local Union No. 46, said grievance shall be adjusted by the Master Plumber in question and the Business Agent of Local Union No. 46, or some member of same who shall be appointed by said Local Union.

CLAUSE 7. No apprentice at either trades be allowed a kit of tools until he has served 3 years at the trade, and not until he has passed an examination. Five years shall be deemed the term of apprenticeship, at the end of which time all apprentices shall pass their final examination. All examinations shall be before an Examining Board mutually agreed upon by both parties to this agreement. Apprentices shall be limited in number to one apprentice to three journeymen, but each shop shall be entitled to one apprentice. All apprentices to be paid not less than $7.00 per week in their fourth year and not less than $10.00 per week in their fifth year.

CLAUSE 8. The minimum rate of wages shall be 37½c. per hour from May 9th, 1908, to May 9th, 1909, and 40c. per hour from May 9th, 1909, to May 9th, 1910, and there shall be no maximum.

CLAUSE 9. This agreement shall take effect on May 9th, 1908, and shall remain in force till May 9th, 1910, and should either party to this agreement wish to change, add or amend the above they shall give at least three months' notice in writing prior to termination of this agreement, and providing no notice is given by either party three months prior to May 9th, 1910, this agreement to continue in force from year to year until such notice is given as herein provided. When such notice has been served by either party, it shall be the duty of the Joint Committee to convene within one month from date of such notice.

Hotel and Restaurant Waiters' Wages at Victoria, B.C.

THE following rules and rates of wages were recently agreed upon by various restaurant and hotel keepers and the local Hotel and Restaurant Employees' Union of Victoria, B. C.:—

1. Waiters working in restaurants shall receive not less than ten dollars and fifty cents per week, ten hours to constitute a day's work and six days to the week.

2. Waiters working in hotels and clubs shall receive not less than thirty-five dollars per month (six days constituting a week's work.

3. Night waiters shall receive not less than twelve dollars per week, eleven hours to constitute a night's work, and six nights a week's work.

4. Waitresses working in restaurants shall receive not less than eight dollars per week, ten hours to constitute a day's work, and six days a week's work.

5. Waitresses working in hotels shall receive not less than thirty dollars a month, six days to constitute a week's work.

6. Overtime, 35 cents an hour, or fraction thereof.

7. Banquets working not later than 12 p.m., three dollars, after 12 p.m., five dollars. Afternoon work preparing for banquets, fifty cents per hour.

8. Extra shifts of 10 hours, one dollar per day extra to regular wages.

9. Outside work, viz., fairs, parks, etc., two dollars for five hours or less, three dollars and fifty cents for 10 hours, within city.

10. Outside the city, picnics, etc., three dollars and fifty cents and transportation.

12. Any waiter or waitress working the seventh day shall be fined one dollar and fifty cents, in event of there being available union help in the city.

OPPORTUNITIES OF EMPLOYMENT.

In order that skilled workmen and labourers may be made aware of opportunities of employment and the demand for labour in different parts of the Dominion, the *Labour Gazette* publishes herewith a statement of such opportunities of employment as have been furnished to the Department of Labour by employers, contractors and others. While exercising care and discrimination in the statement which it publishes, it is to be understood that the parties who have supplied the information are alone responsible for the accuracy of it, and that beyond publishing the same for the mutual benefit of employers and employees, the Department assumes no responsibility in connection with the publication. The Department will be pleased to receive for publication from persons desirous of obtaining skilled or unskilled labour in connection with any industries or trades of the country, a statement of the nature and extent of their demand. Similarly, the Department will be pleased to receive and publish on behalf of persons out of employment statements from labour unions or bodies of skilled or unskilled workmen of the nature and extent of the supply of labour available.

Parties desirous of profiting by the information contained in the article are requested to communicate direct with the persons concerned for further particulars, exact terms, etc., the purpose of the Department in publishing the information being solely that of making better known the demand and supply of labour.

Mining. — Fifty miners and three loaders are wanted by the Port Hood Coal Company at the mines at Port Hood, Inverness County, Cape Breton, N. S.

CO-OPERATIVE PRODUCTION AND DISTRIBUTION IN IRELAND IN 1906.

RETURNS from co-operative societies for production and distribution in Ireland according to statistics published in the British Labour Gazette, show that 472 societies were at work during the year 1906. Their total membership at the end of 1906 was 71,081 (consisting of 70,887 individual members and 194 societies), their total share and loan capital amounted to £349,144 (£180,018 shares and £169 126 loans), and their reserve and insurance funds to £97,623.

Their sales during the year amounted to £2,271,694, and the profit, including interest on share capital, amounted to £46,616.

Compared with 1905 an increase is shown of 45 societies, of 5,225 members, of £14,922 in share and loan capital, of £29,970 in the reserve and insurance funds, of £393,108 in total sales, and of £10,779 in the amount of profit. The tota number of persons directly employed by the societies was 2,394, of whom 1,905 were employed in production.

EMPLOYERS' LIABILITY ON RAILWAYS IN THE UNITED STATES

DURING the month of April, the Senate and House of Representatives of the United States assented to an Act "relating to the liability of common carriers by railroads to their employees in certain cases" (*). The act provides for awarding damages to men employed by inter-state carriers in inter-state commerce in all cases where death or injury results in whole or in part from the negligence of the officiers, agents or mechanisms of the carrier. Where an employee has been guilty of contributory negligence, the amount of damages to which he would otherwise have been entitled is to be reduced in proportion to the extent of such contributory negligence as determined by the jury in each individual case. Carriers are allowed to offset against such damages as may be awarded any amount which they have contributed to insurance or indemnity funds through systems of their own. An action for the recovery of damages must be instituted within two years of the date of the cause of the suit. The act was

(*) A copy of this legislation was received at the Department of Labour during May by courtesy of the Honourable the Secretary of the Department of Commerce and Labour of the United States.

signed by the President upon receiving an opinion from the Attorney General that the measure was constitutional.

The act is an outcome of a recent decision of the Supreme Court of the United States holding the Employers' Liability Law of 1906 to be unconstitutional. The new act, at the instance of the labour interests, has been made broad in its application, in order to ascertain in any test in the courts the maximum amount of protection of this kind that will be permitted.

It will be remembered that at an interview of representatives of the Trades and Labour Congress of Canada with the Dominion government in January last, the enactment by the Dominion parliament was requested of a Workmen's Compensation Act having special reference to employment on railways under the jurisdiction of the Dominion (†).

(†) See the *Labour Gazette* for February, 1908, p. 994.

TRADE DISPUTES DURING THE MONTH OF MAY, 1908.

WHILE the number of trade disputes in existence in Canada during May was much less than in the corresponding month of the previous year, and only exceeded the month of April by two, there was a great increase in the amount of time lost, owing largely to a strike of cotton mill hands, which extended to many industrial centres in the province of Quebec, throwing about 6,000 employees out of work. Building operations were to some extent impeded in Montreal on account of a strike of bricklayers, but there was little unrest elsewhere in Canada in the building trades.

Analysis of Trade Disputes During the month.

Number and Magnitude.—The total number of trade disputes reported to have been in existence in Canada during May was 13, compared with 11 in April, and 49 in May, 1907. There were 48 firms and about 8,743 employees affected by trade disputes during the month, about 46 firms and 9,408 employees having been involved in new disputes.

Loss of time in working days.—The loss of time to employees through trade disputes during May was approximately 127,425 working days, compared with 5,400 in April, and 9,408 in May, 1907.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workers affected in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Mining	3	2,140
Building trades	4	748
Metal trades	1	20
Textile trades	2	6,350
General transport	1	250
Total	11	9,408

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of the Dominion:—

Province.	No. of Disputes.
Nova Scotia	1
Quebec	4
Ontario	3
Alberta	1
British Columbia	2
Total	11

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	2
Against reduction in wages	3
Against reduction in wages and bonus system	1
Against discharge of employees	3
Against employment of non-unionists	1
Against conditions of employment	1
Total	11

Methods of settlement.—Of the 13 trade disputes in existence during the month, 6 were definitely settled, and in 3 others it was reported that the firms involved had ceased to be affected leaving 4 disputes still in existence at the close of the month. One dispute was settled by conciliation under the Industrial Disputes Investigation Act, 1907, two were settled by negotiations between the parties concerned, in two cases work was resumed without negotiations, and in four, the places of the strikers were filled.

Results of disputes.—Of the disuptes which were terminated 7 resulted in favour of the employers, and 1 in favour of the employees, while in 1 the result was indefinite, the matter in disupte being referred to a Board of Investigation and Conciliation.

Disputes which Commenced Prior to the Beginning of the Month.

The only trade disputes in existence during May, which began prior to the 1st of that month were a strike of iron moulders at Brantford, Ont., and a strike of builders' labourers and bricklayers at Ottawa, Ont. A brief account of these disputes is given below.

Strike of Iron Moulders at Brantford, Ont.

A strike of iron moulders at Brantford, Ont., which began on April 1, continued throughout May, without any steps towards a settlement being taken. The dispute arose from a complaint of the men, that the iron supplied to them was not sufficiently melted, causing bad castings. About 100 men were affected by this dispute. During the month 60 men were committed for trial at the June sessions for refusing to comply with an order of the police magistrate to discontinue picket duty. The counsel for the moulders claimed that peacable picketing was lawful.

Strike of Builders' Labourers and Brick-Layers as Ottawa, Ont.

No definite settlement was reached in a strike of 30 builders' labourers, at Ottawa, Ont., who went out on April 22, on account of the refusal of the employers to grant a demand for an increase in wages from 15 to 25 cents an hour. About 25 bricklayers also stopped work in sympathy with the labourers. During May, however, building operations were resumed, the contractors having procured other men to take the places of the strikers.

New Disputes.

The new disputes of the month comprised strikes of cotton millhands at Valleyfield, Hochelaga, St. Henry, Magog and Montreal, Que., woollen mill hands at St. Hyacinthe, Que., coal miners at Port Hood, N.S., and Michel. B.C., freight handlers at Owen Sound, Ont., bricklayers at Montreal, Que., and Berlin, Ont., bricklayers, masons and stonecutters at Calgary, Alta., iron moulders at Longueuil, Que., and tunnel workers at Windsor. Ont.

Strike of Cotton Millhands in the Province of Quebec.

On May 4, the Dominion Textile Company and the Montreal Cotton Company reduced the wages of the operatives by 10 per cent, claiming this step was necessary in order to meet changed conditions in the cotton industry. The mule spinners immediately declared a strike, to the number of 184 at Valleyfield and 83 at the Hochelaga mills and the Merchants' Cotton Mill at St. Henri, Que. These were followed by other operatives, 1,200 going out at St. Henri on May 6, 350 at Hochelaga and several hundred at Magog on May 12. On May 15, it was reported that the spoolers went out at Valleyfield, followed the next day by 150 hands from the finishing department. The Montreal Cotton Company thereupon closed the mill, throwing about 3,000 operatives out of work. It was estimated that about 6,000 employees were idle owing to the dispute at the close of the month, but it was claimed by the Dominion Textile Company on May 20, that their employees were all at work in the mills at Montmoreney Falls, Moncton, Halifax, Windsor, Kingston, and St. Henri, and that 75 per cent were at work at Hochelaga. The

Magog Cotton Mill re-opened on May 21. The Merchants' Cotton Mill at St. Henri and St. Ann's Mill at Montreal were closed, but the company stated that there was no work to be done at the former mill.

On May 19 a delegation of textile workers, waited upon the Honourable Minister of Labour, and the Honourbable W. P. Brodeur, and requested that a Commission be appointed to investigate the causes of the disputes. The Minister of Labour promised that this request would receive serious consideration.

Strike of Cotton Millhands at St. Hyacinthe, Que.

On April 4, the Penman Manufacturing Company of St. Hyacinthe, Que., discharged a number of employees among whom were all the principal officers of the local branch of the Federation of Textile Workers and many members of this union. The employees alleged that the object of the company was to destroy the union in its factory. After several unsuccessful efforts were made by the employees to come to an understanding with the company, a strike was declared at a meeting on May 9, to take effect in two days, on account of the refusal of the company to take back the men who had been discharged. About 350 employees were involved in this dispute. No settlement took place during the month, but the shop continued in operation with workpeople who were not members of the union, and a number of non-unionists were engaged to take the places of the strikers. It was reported that about 300 hands were at work at the close of the month.

Strike of Coal Miners at Port Hood, N. S.

At the session of the Grand Council of the Provincial Workmen's Association held at Halifax in September, 1907, a resolution was passed that all men employed by the Port Hood and Richmond Coal Company in and about their mine at Port Hood, N.S., should receive an increase in wages of 15 per cent on May 1, 1908. Upon the refusal of the company to grant this demand, the employees to the number of about 300, stopped work on May 1. On May 5, the strikers returned to work, the matter in dispute being referred to a Board of Investigation and Conciliation, under the Industrial Disputes Investigation Act, 1907.*

Strike of Coal Miners at Michel, B. C.

On May 18, the coal miners employed by the Crow's Nest Pass Coal Company at Michel, B.C. The cause of the dispute was the refusal of the company to hire a certain member of the Miners' Union, whom the Superintendent declared not to be a competent coal miner. The strikers alleged, on the other hand, that this man had been discriminated against by the company's officials. It was reported by the company that the officers of District 18, United Mine Workers of America, with whom the agreement under which the mines are operating was made, declared that the strike was unwarranted, and that they would insist upon the men returning to work without delay. After a number of conferences had been held between the district and local officers of the union, work was resumed on the morning of Saturday, May 23.

On the re-opening of the mine, the company discharged twelve men for having absented themselves without leave, claiming the right to do so under the agreement. On the following day the miners informed the superintendent of the company that they would not go to work until the twelve discharged men were re-instated. The company not acceding to this demand, the miners again declared a strike, remaining out until the evening of May 28, when they resumed work under the terms of the agreement. The discharged men were not re-instated. According to the company about 800 men were directly affected by the dispute, and 120, employed in the coke ovens, were indirectly affected. The number of men involved was stated by the secretary of the Miners' Union to be about 850.

While the dispute was in progress, information was laid by the company

* A further account of this dispute is given in the Special Article on the Industrial Disputes Investigation Act, 1907, on another page.

against three men, who were charged with a violation of the Industrial Disputes Investigation Act, 1907, by inciting and encouraging to strike. When the case was brought into court, the police magistrate decided that he had no jurisdiction in the matter.* No appeal was taken by the company against this decision.

Strike of Freight Handlers at Owen Sound, Ont.

On May 7, a strike of freight handlers employed by the Canadian Pacific Railway Company took place at Owen Sound, Ont., on account of dissatisfaction with the scale of wages arranged for the present season of navigation, which was a reduction of 2 cents per hour compared with the rate of last year. It was reported by the company that practically all the men who went on strike had signed the following engagement agreement:

"I..... of..... do hereby agree to work for the Canadian Pacific Railway Company as porter, at Owen Sound, for the season of navigation of 1908, and to perform such other additional services as the company may require during above-mentioned season, at the rate of 12 cents per hour in the day (from 7 a.m. until 7 p.m.) and at the rate of 13 cents per hour in the night (from 7 p.m. until 7 a.m.) and on Sundays; also trimming grain in vessels and cars at the rate of 19 cents per hour, and handling coal at 19 cents per hour (the company having the right to end the engagement at any time without notice); and also—

1. To conform to the Rules and Regulations of said company, and to such further Rules and Regulations as may come into force from time to time as the same are made known to me:

2. To be responsible for all loss and damage sustained by the company arising from carelessness or negligence on my part in discharge of my duty; and

3. By complying with all the terms of this engagement I am to receive at its termination a further sum, as a bonus, of 2 cents per hour from the opening of navigation until close of navigation (with the exception of the time employed in trimming grain or handling coal), provided always, that if at any time I wish to quit the company's service I am to give fifteen days' previous notice of my intention so to do, or forfeit such bonus."

In the course of the next two or three days, the company brought parties of men from Toronto to take the places of the strikers, accompanied by detectives. On May 11, when an attempt was made to unload a steamer at one of the grain elevators, the strikers proceeding towards the elevator came into collision with the detectives, and in a riot that followed six men were reported to have been injured. Quiet was restored by the reading of the Riot Act by the Mayor, who was on board the steamer, and by the stopping of the elevator machinery. A conference was then arranged between the two parties, and at noon an agreement was reached and the men returned to work. The terms of the agreement were embodied in the following letter, which was signed by representatives of the freight handlers:

"The Committee of
C.P.R. Freight Handlers,
Owen Sound.

Dear Sirs:

As verbally intimated about noon to-day, the company has agreed to renew the offer made through the Mayor on Saturday the 9th instant to the Committee representing the Freight Handlers, to re-instate the men on the basis of—

15 cents per hour for day work—7 a. m. to 7 p.m.;
16 cents per hour for night and Sunday work—7 p.m. to 7 a.m.;
20 cents per hour for grain and coal at any hour.

These rates to continue in effect throughout the present season unless either party gives thirty days' notice of its intention to cancel this arrangment, and all men to resume work at 2 P. M. to-day.

The company further agrees to transport back to Toronto to-day free of charge all men who were brought by the company since May 7 to Owen Sound to work for the company.

If there is any more work than can be handled by the C.P.R. Owen Sound Freight Handlers, preference will be given to the men from Toronto now here and who do not wish to return.

Yours truly,

(Sgd.) JAMES OBORNE,
General Superintendent, C.P.R.

Strike of Bricklayers at Montreal.

On May 1, a strike was declared by the Bricklayers' Union at Montreal, Que., on account of their failure to reach an agreement with the Master Bricklayers' Association with regard to the rate of wages during the present season. Several joint conference meetings were held from February to May 6, but without result. The men desired a renewal of the agreement of 1907, calling for a uniform rate of 50 cents per hour, while the employers proposed a sliding scale of wages from 35 cents to 50 cents per hour according to ability, or a flat minimum rate of 40 cents. The general decline of trade, requiring retrenchment was given as a reason why the rate of 50 cents could not be continued. It was claimed by the

* A copy of the decision is given in a special article on another page of this number.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES C., No. 89.

TABLE OF TRADE DISPUTES DURING THE MONTH OF MAY.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Building Trades— Builders' labourers and bricklayers	Ottawa, Ont.	For increase in wages of labourers from 15 to 25 cents an hour	1	.....	55	.....	25	.....	Apr. 22	.....	No settlement reported, but places of strikers were filled.
Metal Trades— Iron moulders	Brantford, Ont.	Strikers alleged that iron is not melted sufficiently, causing bad castings and consequent loss to themselves	1	.....	100	.....	.....	.....	Apr. 1	.....	No settlement reported at end of month, but places of some strikers were filled.
DISPUTES WHICH BEGAN DURING THE MONTH.											
Mining— Coal miners	Port Hood, N.S	For increase of 15 per cent. in wages	1	.....	300	.....	.....	.....	May 1	May 5	Work resumed, and application made for a Board of Investigation and Conciliation, under Industrial Disputes Investigation Act, 1907.
Coal miners	Michel, B.C.	Against discharge of an employee	1	.....	800	.....	120	.....	May 18	May 23	Work resumed, discharged employee not re-instated.

Coal miners.....	Michel, B.C.....	Against discharge of employees	1	.....	800	.....	120	.....	May	25	May	29	Work resumed, discharged employees not re-instated.
Building Trades—													
Bricklayers.....	Montreal, Que.....	Against reduction in wages....	30	.....	500	.....	.....	.....	May	1	.....		No settlement reported, but employers claimed to have filled the places of the strikers. Some firms had conceded demands of men.
Bricklayers.....	Berlin, Ont.....	Against reduction in wages from 40 to 35 cents per hour.....	7	.....	75	.....	.....	.....	May	1	May	11	Work resumed, employers' offer of 35 cents per hour accepted.
Bricklayers, masons and stonecutters...	Calgary, Alta.....	Refusal of employers to have pay cheques brought to works	1	.....	38	.....	15	.....	May	19	.....		No settlement reported at end of month.
Tunnel workers....	Windsor, Ont	For increase in wages.....	1	.....	120	.....	.....	.....	May	18	May	20	Places of strikers were filled.
Metal Trades—													
Iron moulders	Longueuil, Que.....	Against declaration of company for an 'open shop'.....	1	.....	20	.....	.....	.....	May	1	.....		No settlement reported, but company claimed to be running foundry with non-unionists.
Textile Trades—													
Cotton mill hands..	Valleyfield, Hochelaga, St. Henry, Magog and Montreal, Que.....	Against reduction of 10 per cent. in wages.....	2	.....	6,000	.....	.....	.....	May	4	.....		No settlement reported at end of month.
Woollen millhands	St. Hyacinthe, Que	Against discharge of unionist employees.....	1	.....	350	.....	.....	.....	May	11	.....		No settlement reported but work continued in factory with non-unionists, places of some strikers were filled.
General Transport—													
Freight handlers...	Owen Sound, Ont..	Aganist reduction of 2 cents per hour in wages compared with last season, and against bonus system.....	1	.....	250	.....	.....	.....	May	7	May	11	Increase in wages conceded, and bonus withdrawn.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon, the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Builders' Exchange that no job had been subjected to more than a few days' temporary detention since May 1, and that by May 29, each of the 30 firms involved in the dispute had all the bricklayers needed, with a waiting-list of applicants, the principle of the 'open shop' having been adopted. About 500 bricklayers were reported to have been idle during the month. About 250 members of the bricklayers' Union were working for employers outside of the Master Builders' Association.

On May 16, the Builders' Exchange sent circulars to all the architects of Montreal, notifying them of the matters in dispute and requesting their support, either by keeping back new work until the trouble was settled, or by giving preference, other things being equal, to members of the Builders' Exchange.

Strike of Bricklayers at Berlin, Ont.

On May 1, a strike was declared by the bricklayers and masons at Berlin, Ont., on account of the refusal of the employers to grant a demand for the continuance of the old scale of wages of 40 cents per hour. Work was resumed on May 11, the employers' offer of 35 cents per hour for a nine hour day being accepted. About 7 firms and 75 men were involved in this dispute.

Strike of Bricklayers, Masons and Stonecutters at Calgary, Alta.

On May 19, a strike of bricklayers, stonemasons and stonecutters employed by the Alberta Building Company at Calgary, Alta., declared a strike, on account of the refusal of the company to have the pay cheques brought to the works where the men were employed. No settlement of the dispute took place during the month. It was reported that about 38 men were directly affected by this dispute, and 15 were indirectly affected.

Strike of Iron Moulders at Longueuil, Que.

On May 1, about 20 members of the Iron Moulders' Union employed by the Standard Foundry and Manufacturing Company at Longueuil, Que., went on strike, on account of the company declaring for an 'open shop'. There were 12 men indirectly affected by the dispute. No settlement was reported during the month, but the company stated that the foundry was being run with non-union hands with a fair degree of success.

Strike of Tunnel Workers at Windsor, Ont.

On May 18, about 120 men employed in the construction of the Michigan Central Railway tunnel at Windsor, Ont., stopped work on account of the refusal of the contractors to grant a demand for an increase in wages from $1.75 to $2.50 per day. Two days later the places of the strikers were filled, and the employers reported that the conditions remained the same as before the strike.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of May, and which have been reported to the department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of department and bureaus were received at the Department of Labour during May, 1908.

NOVA SCOTIA REPORT.

Immigration and Colonization.

Report of the Secretary of Industries and Immigration. Session 1908. Halifax, King's Printer, 1908. Page 24.

THE First Report of the Secretary of Industries and Immigration of Nova Scotia, who was appointed on October 16, 1907, deals largely with the organization of this branch of the public service. The work is classified under three headings, advertising, statistics, and methods for securing a suitable class of immigrants and distributing them.

The advantages of Nova Scotia for the settler and investor were set forth in special articles and advertisements in a number of the principal newspapers and magazines, which give special attention to Ca-

nadian affairs. Official departmental reports and other literature were sent to correspondents seeking information. Lectures were delivered in the New England States, with the object of attracting tourists and capitalists, and arrangements were made for three farmer delegates from Nova Scotia to deliver lectures in the British Isles, under the Assistant Superintendent of Immigration. A bureau for farm labour was organized for the purpose of providing situations on farms for immigrants. A number of letters from settlers are given, showing the success they have attained on the farms.

The annual report of the Agent General for Nova Scotia, and a report of Salvation Army immigration work in Nova Scotia are appended to this report.

ONTARIO REPORTS.

Game and Fisheries of Ontario.

First Annual Report of the Game and Fisheries of the Province of Ontario, 1907. Toronto: King's Printer, 1908. Page 102.

In the session of 1907, the Ontario legislature created the Game and Fisheries branch of the public service, abolishing the Board of Game Commissioners. The first annual report of the Superintendent contains a summary of the operations of this branch since its establishment, with a number of suggestions for the better protection of fish. The reports of the game and fisheries inspectors and overseers show the conditions prevailing throughout the province, and a statistical summary of the fishing industry is given for 1907, with some comparisons for previous years. In 1907, there were 149 tugs or vessels employing 725 men, and 1,448 boats employing 2,455 men engaged. The total value of the fish taken amounted to $1,935,024.90, an increase of about $200,000 compared with the previous year.

Protection of Neglected and Dependent Children.

Fifteenth Report of Neglected and Dependent children of Ontario. J. J. Kelso, Superintendent. Toronto, 1908. Page 110.

The Report of the Superintendent of Neglected and Dependent Children of Ontario for 1907 shows a steady growth in the movement for child protection in this province. The number of Children's Aid Societies has increased from 59 in 1906 to 67 in 1907, while many smaller societies and committees are doing occasional work. Although over 5,000 children have been placed in foster homes, it has been found impossible to supply one-half of the people who have made application for them. The advantages of placing children in private homes where they may enjoy family life, in preference to institutions, are pointed out, and the suggestion is made that the orphanages which are keeping 4,430 children, might with advantage let some of their wards be placed in foster homes. The report contains an account of Children's Courts and of the probation system, by means of which an effort is made to influence delinquent children in their homes with a view to effecting their reformation, in place of sending them to gaols or reformatories.

OTHER REPORTS RECEIVED.

Canada.—List of Shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1907.

Ontario.—Report of the Women's Institutes of the Province of Ontario. 1908. Part II. List of Meetings and Speakers.

Report of the Inspector of Legal Offices. Ontario, 1907.

United States—Report of the Commissioner of Corporations on Cotton Exchanges. Part I.

Spain.—Instituto de Reformes Sociales. Seccion Primera. Proyecto de Reforma de la Ley de Accidentes del Trabajo.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

SUPREME COURT CASES.

Appeals Dismissed in Many Cases.

IN the appeal by the Crown from the judgment of the Exchequer Court noted at page 108 of the *Labour Gazette* for July, 1907, the appeal was dismissed with costs. As this case involves a very important question as to the liability of the Crown for injuries sustained by its employees owing to the negligence of fellow servants of the injured party and other important questions, it is understood that an appeal is to be taken by the Crown to the Privy Council.

(King v. Armstrong; 5th May, 1908; Supreme Court of Canada.)

In a similar case of the King v. Desrosiers noted in the same number of the *Labour Gazette*, an appeal was also taken by the Crown, but the argument of it will stand over till the appeal in the Armstrong case is decided by the Privy Council.

(King v. Desrosiers; 5th May, 1908; Supreme Court of Canada.)

In the case noted at page 112 of the July, 1907, number of the *Labour Gazette*, an appeal was taken to the Supreme Court of Canada by the plaintiff from the judgment of the Court of Appeal for Ontario dismissing the action, but the appeal was dismissed, the Court agreeing with the judgment of the Court below.

(Wilson v. Davies; 5th May, 1908; Supreme Court of Canada.)

In the case noted in a former number of the *Labour Gazette*, an appeal was taken by defendants to set aside the verdict and judgments confirming same, but the Court dismissed the appeal.

(Wabash Railway Co. v. McKay; 5th May, 1908; Supreme Court of Canada.)

ONTARIO CASES.

Appeals in Damage Actions Dismissed.

In the case noted at page 1259 of the April number of the *Labour Gazette*, although as there stated a jury awarded plaintiffs $800 damages, on motion for judgment the trial Judge dismissed the action on the ground of the non-liability of defendants. From that judgment the plaintiffs appealed but their appeal has been dismissed.

(Burd v. Empire Limestone Co.; 19th May, 1908; Divisional Court.)

In the case noted at page 1161 of the March number of the *Labour Gazette*, an appeal by plaintiff from the judgment at the trial was dismissed.

(VanDusen v. Robertson et al.; 19th May, 1908; Divisional Court.)

Injury to Stranger Working in Machine Shop.

Plaintiff was a skilled mechanic, and the East Templeton Lumber Company wanted him to re-cog a wheel on their premises. He refused to do the work there, so they arranged that he should go to the defendants' shop in Ottawa, and do the work there, and the defendants were to trim up the cogs after plaintiff had completed his work. When plaintiff went to the Fleck machine shop, he selected the place for putting the wheel, which was over a trap-door in the machine room. The defendants would have preferred his doing the work in some other part of the shop, but for some reasons of his own, he insisted on having that place assigned to him, and the wheel was slung up by chains convenient for him to re-cog it. About 4 or 5 feet from where he stood at work was a lathe, run by a pattern-maker in the employ of defendants, and who had had many years' experience in that work. This man was at work at the lathe trimming up a pattern, when a piece of it flew off the lathe and caused very serious injury to plaintiff, but whether by actual impact with plaintiff, or by causing plaintiff to strike himself with the hammer he was using, it was difficult to determine. Plaintiff was employed and paid by the East Templeton Lumber Co. The trial judge held that the defendants would have been liable to

plaintiff in damages if he had been injured by reason of the premises not being reasonably secure, or through the negligence of a workman in doing something likely to prove dangerous. In the present case, however, there was no negligence, for the pattern had been selected with care; it had been put upon the lathe to be tested, and while it was revolving no indication of a flaw was manifested. The lathe was and had been in good condition. In consequence the action failed and must be dismissed with costs.

(McDonell v. Alexander Fleck, Ltd.; 7th May, 1908; MacMahon, J.)

Defective System of Doing Work.

Action against defendant, a contractor, for damages for injuries sustained by plaintiff, a workman in his employment. Plaintiff had been employed for six days driving horses attached to cars, hauling down laden cars, and bringing up empty cars from and to an excavation for a subway on Bank Street in the city of Ottawa, when owing to a collision between the loaded cars which he was taking to the dump and some empty cars which were coming in the opposite direction at great speed to take the switch to get out of the way of the cars which plaintiff was taking to the dump, the plaintiff sustained injuries resulting in the loss of his leg. In giving his decision, the presiding Judge said in part: "There was no provision made for applying the brakes on the last of the cars being driven by plaintiff, and, for all practical purposes, the cars might as well have been without a brake. And defendants' foreman should not have permitted flying shunts to be made, as there was danger, from the speed at which the empties were running, of meeting the loaded cars where the tracks converged, which he well knew, from the complaint made by the plaintiff, was a dangerous point on the railway. Because of the defendant's negligent system of managing the works, he is responsible to plaintiff for the injury sustained, and I assess the damages at $3,000."

(Dagg v. McLaughlin; 23rd April, 1908; MacMahon, J.)

Damages for Broken Arm.

At the St. Thomas Spring Assizes recently, an action was brought by a former machinist in the employ of defendants to recover damages for injuries sustained while in their employment and in the course of same. Plaintiff with other workmen was engaged in adjusting the king bolt to a locomotive tender, when the jacks which were used to hold the tender up gave way and plaintiff's arm was broken in three places. The jury found defendants guilty of negligence in not taking proper precautions to protect plaintiff from injury, and awarded him damages to the extent of $2,200. Judgment was subsequently entered in his favour under the Workmen's Compensation Act for the sum of $2,065.80.

(Bainard v. Michigan Central Railway; 8th May, 1908; Magee, J.)

Damages for the Loss of an Eye.

At the same Assizes an action brought by plaintiff, a machinist, to recover damages for the loss of an eye through being struck by the flying portion of a tool or punch from a slot machine while in the employ of defendants, was settled by the payment to plaintiff of the sum of $1,875 and costs.

(Pilkington v. Michigan Central Railway; 22nd April, 1908; Magee, J.)

No Liability at Common Law or Under Workmen's Compensation Act.

Plaintiff was a book-keeper and employed as such by defendants and worked in their factory at Dunnville. The defendants had a fireproof vault on their premises, for the safe-keeping of books and papers, etc. The vault had in it, for lighting purposes, a pipe through which flowed natural gas, this gas to be turned on or shut off by means of the ordinary valve. Generally the jet of gas was lighted at the opening of the vault in the morning of every working day, left burning during the day, and turned off before closing the vault in the afternoon or evening. It was one of the duties of the plaintiff to turn off the gas and close the vault in the evening, and to open the vault and light the gas in the morning. On 22nd July, 1907, a Monday morning, the plaintiff, upon opening the vault and entering the same, as part of her duty, was about to light the gas jet, when an explosion occurred, in which she was very badly burned; her neck, face, and arms were in-

jured. Plaintiff brought action claiming damages against defendants both at common law and under the Workmen's Compensation for Injuries Act. The case was left to the jury to assess damages in case there was any liability on the part of defendants under either branch of the action, and they assessed them at the sum of $300. After reserving judgment, the trial Judge held that plaintiff did not come within the definition of a "workman" within the meaning of the Compensation Act, and so could not recover on that branch of the case. Upon the other branch he found upon the evidence that there was no negligence imputable to defendants in respect to the installation of the gas pipe, and that the cause of the accident was matter of pure conjecture, and therefore defendants could not be held liable. The action was therefore dismissed, but without costs.

(Miller v. Monarch Manufacturing Co.; 28th April, 1908; Britton, J.)

Picketing at Brantford.

Bruce Swart and Dominique Sestie, two striking moulders formerly employed at the Buck Stove Works, were fined $10 each in the Police Court at Brantford recently on a charge of assaulting George P. Buck and endeavouring to prevent Mr. Buck from conveying a strike-breaker into the shop.

(Rex v. Swart et al.; 22nd April, 1908; Livingston, P.M.)

Before the same tribunal six Union moulders who were charged with besetting the Buck works were discharged on promising to help the police in future in maintaining order.

(April 23rd, 1908.)

At the same place, Roxy Farrell, strike-breaker, who was quartered at the Buck works, was fined $50 and costs for pointing a revolver at George Battye, a striking moulder.

(April 30th, 1908.)

Improperly Marked Apples.

For packing apples in barrels improperly marked, A. A. Clarke, of Brighton, was fined 25 cents a barrel on a consignment of thirteen barrels which he sold to Mr. H. Peters of Toronto.

(Rex v. Clarke; 30th April, 1908; Toronto Police Court.)

Damages for a Broken Back.

Plaintiff, a young tinsmith, brought action at the Toronto Assizes recently to recover damages from the defendants, his former employers, to recover damages for personal injuries sustained by him in the course of his employment. The action was brought at common law and under the Workmen's Compensation Act, and the amount of damages sought was $5,000. The negligence charged against defendants consisted in the defendants' foreman instructing plaintiff to enter a large galvanized pipe fourteen feet above the floor, which was only held by one rivet. When plaintiff entered the pipe it fell and plaintiff's back was broken. In giving judgment in plaintiff's favour, the presiding Judge said that he regretted that the negligence being that of a fellow servant, he could not give judgment under the claim at common law, otherwise he would have allowed the sum of $5,000. As it was, however, plaintiff could only recover under the Workmen's Compensation Act, and under it he would be limited to a recovery for $1,500 for which sum he ordered judgment to be entered. His Lordship took occasion to say that he had never heard of a case in which a man's life had been so recklessly risked as was plaintiff's by his foreman in the case in hand.

(Johnson v Dillon Co.; 30th April, 1908; Mulock, C J.)

Conductor Committed for Trial on Charge of Violation of Rules of Company.

John Lawton, a conductor on the Wabash Railway, was recently arrested on a charge of violating the rules of the company. The charge is based on the fact that on January 2nd last he ran part of his train from Corinth to Tilsonburg without orders and that he neglected to protect the portion of his train left in the siding at Tilsonburg, thereby endangering the lives of persons lawfully on the property of the company. It will be recalled that as a result a collision occurred with a G.T.R. freight train, in which the engineer and a brakeman of the latter were killed. After a preliminary hearing before the Magistrate, Lawton was committed for trial. References to the former

proceedings in connection with the matter will be found in the February number of the *Labour Gazette* at page 1025 under the name ',Inquest re Walker" and in this number at page 1483 under the name Walker v. Wabash.

(Rex v. Lawton; 4th May, 1908; St. Thomas.)

Sunday Selling by Means of Slot Machines.

In the Police Court at Toronto recently a charge was laid against a company owning a number of automatic match box vendors for a violation of the Lord's Day Act in allowing the machines to do business on Sundays. In defence it was set up that notices were affixed to the machines to the effect that they were not open for business on Sundays. The Magistrate, however, held that this notice did not exempt any cent-in-the-slot machine from charges of breaking the Lord's Day Act. In the result the charge was withdrawn, but the manager of the company was informed that he must arrange to take in his machines over Sunday or be penalized for contravening the Act.

(6th May, 1908; Kingsford, P.M.)

Verdict of Coroner's Jury in Plantagenet Collision.

An inquest was recently held at Plantagenet to enquire into the circumstances surrounding the death of Fireman Blackburn on the Montreal-Ottawa division of the C.P.R. last fall. The concluding of the inquest was delayed so long in order to have the evidence of engineer Reynolds, who was severely injured in the accident and has only recently got out of hospital. The jury brought in the following verdict: "We find that the late John Knox Blackburn came to his death in a collision on the C.P.R. at Plantagenet station on the night of September 11, 1907, and that this collision was caused by the negligence of the said company in not having a night operator at that station, and the ballast train crew coaling on the main line when there was sufficient room for them to coal on the main siding. We find also that this has been the usual practice and we recommend that in the future this be prevented."

(Inquest re Blackburn; 18th May, 1908; Derby Coroner.)

Charge of Manslaughter Against Engineer Dropped.

In connection with the case noted at page 736 of the December number of the *Labour Gazette*, the charge of manslaughter against Engineer George Hodge there referred to as having been put over till the next Assizes has been dropped by the Crown.

(Brampton Assizes; 31st March, 1908.)

Damage Action Settled.

An action brought to recover damages for the death of her husband while in the employ of the defendants has been settled by the payment to the widow of $2,500.

(Atkinson v. C.P.R.; 3rd April, 1908.)

Motorman let go on Suspended Sentence.

Gilbert Nelson, a motorman in the employ of the Toronto Railway Company, who was convicted of criminal negligence. as noted at page 1260 of the April number of the *Labour Gazette*, was allowed to go on suspended sentence. The Crown Attorney asked for leniency because of Nelson's frankness in the witness box. In acceding to the request the presiding Judge impressed it on the accused that the Court intended to protect the lives of citizens from negligent motormen, and would impose penalties in future cases.

(Rex v. Nelson; 4th April, 1908; Winchester, Co. J.)

Action Settled Out of Court.

An action was brought by Andrew Blackburn to recover from the defendants the sum of $5,000 as damages on account of the death of his son John Blackburn, a locomotive fireman, who was killed at Plantagenet in an accident during the month of September last. The case was set down for trial at the Ottawa Spring assizes, but was settled out of Court by the payment by defendants of the sum of $1,000 and costs.

(Blackburn v. C.P.R.; 6th April, 1908.)

Railway Men Acquitted on Charge of Manslaughter.

In connection with the case noted at page 1021 of the February number, and at page 1158 of the March number of he *Labour Gazette*, C.P.R. Engineer Matthew Morin, and Motorman Flageland and Conductor Soubliere of the Ottawa Street

Railway came up for trial at the Ottawa Spring Assizes on a charge of manslaughter in having through negligence, caused the death of August Wank. Morin's case was withdrawn from the jury, there being no evidence against him of violation of the rules of the company. The evidence against the other two men was very strong, and their cases were submitted to the jury after a strong charge by the presiding Judge. However, the jury gave a verdict of "Not guilty," which called forth the following remarks from the Judge: "I suppose not until some dreadful calamity comes to pass in this country will you hold railway employees responsible for negligence. It is almost a reflection on the judicial system of this country that a verdict of the one just returned, as regards one of the men at least, should be given."

(Rex v. Morin et al; 9th April, 1908; MacMahon, J.)

Violations of Lord's Day Act.

Defendant has a restaurant license, and was charged before the Police Magistrate at Toronto with selling "candies, popcorn, peanuts and soft drinks" on Sunday, June 9th, 1907, at the Island. A case was stated by the Magistrate for the opinion of the High Court, the question submitted being whether defendant could lawfully sell the articles mentioned. Judgment was recently given holding that the question having relation to a criminal matter under the exclusive jurisdiction of the Dominion Parliament, a case may be stated under section 761 of the Criminal Code. It was also held that the mere fact that defendant holds a license as a restaurant keeper does not enable him to sell on the Lord's Day candies, etc., notwithstanding the statute. The question in each case depends upon whether as a matter of fact the case comes within the statute or not. If the articles are sold not in connection with the giving of meals served on the premises, but so as to be taken away by the purchaser, there is an offence against the statute. The question was therefore answered in favour of the prosecution.

(Rex v. Weatheral; 10th April, 1908; Clute, J.)

Defendant was convicted at Windsor on a charge of selling cigars on Sunday. He contended that they were a food, but the Magistrate did not agree to this view and imposed a fine of $5.75.

(Rex v. Peters; 21st April, 1908; Bartlet, P. M.)

Three shopkeepers were prosecuted at Toronto for selling chewing gum on Sunday, the sales being made by means of automatic cent-in-the-slot machines, which were left out over Sunday in the doorway of their stores. A conviction was made in each case, but as the point is a new one no fine was imposed.

(Rex v. Beverly et al.; 22nd April, 1908; Kingsford, P.M.)

A prosecution was brought at Meaford against the Grand Trunk Railway Company, charging them with running a grain train on Sunday, 15th December, 1907. The Railway Company claimed that it was necessary to run trains on that date to keep their tracks clear, as a snowstorm was raging. The case was tried before two Justices of the Peace who failed to agree as to a conviction.

(Rex v. G.T.R.; 26th March, 1908; Hersely & Johnston, J.J.P.)

Damage Action Settled.

An action brought by plaintiff, who was the engineer on the "plug" train which was demolished by the explosion of dynamite in a freight car at Essex on 10th August last, to recover damages for injuries sustained, has been settled by the payment to plaintiff of the sum of $4,500 and costs and the giving to plaintiff of a permanent position in the employ of defendants.

Cottrel v. Michigan Central Railway Co.; 14th April, 1908.

Brakeman Found Guilty of Negligence.

In connection with the case noted at page 1260 of the April number of the *Labour Gazette*, under the heading "Inquest re Armstrong," Richard Newton, who was found responsible for the accident by the Coroner's jury and afterwards committed for trial on a charge of criminal negligence, came up for trial at the Spring Assizes at Milton and was found guilty by the jury. He was sentenced to nine months' imprisonment. In sentencing the prisoner the presiding Judge said:

"In your case I am dealing on the assumption that you have hitherto borne

an unblemished character. If I were to consider you alone I would be disposed to accede to your counsel's suggestion to allow you to go upon suspended sentence. But I have to consider not only you, but the great body of railway employees in this country and the public. It is absolutely essential in the interests of the public that it should be known throughout the length and breadth of the land that the rules of a railway company formulated for the safety of persons travelling upon the railway, cannot be disregarded with impunity. Parliament has seen fit to penalize their disregard and to treat that as a crime, although no criminal intent be shown. I would be wanting in my duty, I would fail in my duty, as I regard it, if I were to countenance any view that such neglect as yours was, can be allowed to go unpunished."

(Rex v. Newton; 15th April, 1908; Anglin, J.)

Operator Sent to Jail for Being Drunk On Duty.

A telegraph operator named Russell, from the United States, entered the employ of the C.P.R. Some two weeks before he was found one Sunday night to be intoxicated while on duty at Mackeys, east of North Bay. He was arrested and brought before the Magistrate at North Bay and convicted, and sentenced to three months in jail.

(Rex v. Russell; 15th April, 1908; Martin, P. M.)

Verdict in Damage Action.

Charles Waddell, who while in the employ of defendants was totally disabled through being scalded by the explosion of a boiler in the pumphouse at Rondeau was awarded $3,000 damages and costs by a jury at the recent St. Thomas Assizes.

(Waddell v. Pere Marquette R. R.; 16th April, 1908.)

Damage Action Settled During Trial.

An action brought by plaintiff to recover damages for personal injuries sustained while in the employ of defendants came on for trial at the recent Woodstock Assizes. Plaintiff claimed $5,000 for the loss of a thumb and finger while operating a machine in defendants' factory. In the course of the trial a settlement was arrived at by which defendants agreed to pay plaintiff $750.

(Cornfoot v. Ingersoll Fruit Package Co.; 15th April, 1908; Mulock, C. J.)

Verdict in Damage Action.

In connection with the case noted at page 1025 of the February number of the *Labour Gazette*, under the heading "Inquest re Walker," an action to recover $20,000 damages was brought against the Railway Company by the widow of the deceased engineer, John J. Walker, and it came on for trial at the recent St. Thomas Assizes. The defence endeavoured to show that plaintiff was not the widow of the deceased man, but a jury brought in a verdict in favour of plaintiff for the sum of $5,000, of which $4,000 goes to the widow, $600 to the deceased's mother, and $400 to his father.

(Walker v. Wabash Railway Co.; 18th April, 1908; Magee, J.)

Appeal in Damage Suit Dismissed.

In the case noted at page 1159 of the March number of the *Labour Gazette*, an appeal by plaintiff from the judgment of non-suit entered at the trial was dismissed.

(Plant v. Jones; 21st April, 1908; Divisional Court.)

Appeal from Verdict on New Trial Dismissed.

In the case noted at page 1059 of the March, 1906, and page 1286 of the May, 1906, numbers of the *Labour Gazette*, on the new trial of the action ordered by the Court, the jury found that the fall of deceased from the scaffold was caused by the negligence of the defendants, in not having a guard on the inside and by unevenness of the platform, and made other findings in favour of plaintiff, assessing the damages at $3,000. The trial Judge, Falconbridge, C.J., held that the findings did not warrant a judgment as upon a common law cause of action, and gave judgment for $1,600 under the Workmen's Compensation Act. Defendants appealed, and their appeal has recently been dismissed.

(Linden v. Trussed Concrete Steel Co.; 21st April, 1908; Court of Appeal.)

New Trial Ordered in Damage Action.

Plaintiff sued to recover damages for personal injuries sustained by him in the course of his employment by defendants, owing, as alleged, to the negligence of the latter. Plaintiff was a linesman in the service of defendants, and in the prosecution of his work came into contact with a live wire of the Ontario Power Company, which was in close proximity to the wires of defendants strung upon a pole upon which plaintiff was working, and sustained the injuries complained of. At the trial, the only negligence found by the jury was that defendants should have insisted on plaintiff wearing gloves. The trial judge, Teetzel, J., held that there was no evidence to sustain this finding, and that the jury must, by not finding other negligence, be taken to have negatived it, and he therefore dismissed the action. Upon appeal by plaintiff, it was contended on his behalf that there was evidence to support the jury's finding and evidence of other negligence not submitted by the trial Judge. An order was made directing a new trial.

(Russell v. Bell Telephone Co.; 26th March, 1908; Divisional Court.)

Yardman Committed for Trial.

In connection with the case noted above, under the name of Inquest re Armstrong, R. H. Newton, C. P. R. switchman, had a preliminary hearing in the Police Court at Milton on a charge of criminal negligence, and was committed for trial at the Spring Assizes on April 14th.

(Rex v. Newton; 27th March, 1908; Dice, J. P.)

Employers' Liability Insurance Case.

An echo of the case noted at page 1142 of the April (1907) number of the *Labour Gazette*, was heard in an action brought by the defendants in that case against an Accident Insurance Company to recover the sum of $2,062 paid by plaintiffs in respect of the judgment recovered against them by Jones, who was injured in their service, the Accident Insurance Company having insured plaintiffs against loss from such liability to employees. The defence was that Jones was under 14 years of age at the time he was injured, and therefore, under a condition in the policy, the defendants were not liable. The Court held that plaintiffs had no knowledge of the age of Jones up to the time he was injured, and there was no breach of the condition by them, and ordered judgment to be entered for the plaintiffs for the amount claimed and interest.

(Morton Co. v. Ontario Accident Insurance Co.; 27th March, 1908; MacMahon, J.)

Action for Damages Dismissed.

At the recent London Assizes, an action was brought to recover damages for injuries sustained by plaintiff while in the service of defendants, owing to the negligence of defendants or of their other servants, as alleged. The action was brought both at common law and under the Workmen's Compensation Act. Plaintiff, a Sicilian, with a number of his countrymen, was in the employ of defendants, a railway company, as a labourer on the line of railway. The defendants had also a number of English-speaking employees at the same work. They furnished all the labourers with box cars to sleep in at a distance from the place where the construction work was going on, and also supplied hand-cars which the labourers might use in coming from and going to their work The Italians, sleeping and working, coming and going, kept to themselves, and the "Englishmen" did the same. Upon the occasion of the happening of the accident in question, there were several hand-cars laden with men on their way home from work. The foreman had given instructions that the hand-cars should keep a sufficient distance apart to prevent any chance of an accident, and no complaint was made against him. The first hand-car stopped to allow the men to pick up something, and a signal being given, it was sent along the line, so that the succeeding cars were stopped, touching each other, and after but a slight jar. On the 7th car, and in charge of it, was a section boss called "Archie," and upon the signal being repeated to him, he ordered the men on that car to "pump quiet," with the result that that car rammed the car in front, and, the shock running along the cars, the second car, upon which the plaintiff and some

of his compatriots were riding, was thrown off the track, and the plaintiff lost a leg, and received other injuries. Archie had no control over and had nothing to do with the plaintiff, who was under a boss of his own. When sober, Archie seemed to have had no grudge against the foreigners. On the occasion in question he had been drinking, and no doubt lost control over himself. The jury found that he had acted negligently in forcing his car against that in front; that in doing so he was acting for his own purposes, without regard to the course of his employment; and they assessed the damages, if the plaintiff were held entitled to recover, at the sum of $1,200. At the trial, the presiding judge ruled that there was no cause of action at common law, the only negligence being that of a fellow servant, and reserved the question as to whether a cause of action had or had not been made out under the Workmen's Compensation Act. In giving judgment, the learned judge held that in view of the findings of the jury, supported amply as they were by the evidence, the plaintiff must fail under the provisions of the Act. He discussed at some length whether a hand-car could be brought within the meaning of the words "locomotive, engine, machine or train." After carefully considering the question, he came to the conclusion that, as the legislation stood at the time of the passing or revision of the Act, the answer must be in the negative, and dismissed the action.

(Vaccaro v. Kingston & Pembroke Railway Co.; 28th March, 1908; Riddell, J.)

Damage Actions Settled.

An action brought to recover damages by plaintiff, a brakeman in the employ of the defendants, who lost an arm in the course of his employment at Cobourg, in cutting out some cars from a train, has been settled by the payment of the sum of $250, the settlement being approved by the Court on behalf of the plaintiff, who is under age. Out of the sum awarded, $100 will be applied to the purchase of an artificial arm and the balance will be applied to paying for a course in telegraphy.

(Skelly v. G.T.R.; 30th March, 1908; Boyd, C.)

An action brought to recover damages by the widow of a man who was killed while in the employ of defendants, has been settled by the payment of the sum of $2,500, to be apportioned as follows: $850 to pay off debt on house, $125 to plaintiff for costs, including taking out letters of administration; $10 to official guardian for his costs, $400 to widow, and balance of $1,125 to three infants equally; infants' shares to be paid into Court, and $1 per week to be paid out of each infants' share to mother for maintenance.

(Perkins v. Oshawa Steam & Gas Fitting Co.; 30th March, 1908; Boyd, C.)

QUEBEC CASES.

Appeal by Labour Agent Dismissed.

In the case noted at page 599 of the November, 1905, number of the *Labour Gazette*, an appeal was taken by defendant from the judgment at the trial, but same has recently been dismissed.

(Fandino & d'Alessandro v. Cordasco; 25th April, 1908; Court of Review.)

Actor's Appeal Allowed.

In the case noted at page 609 of the November number of the *Labour Gazette*, an appeal was taken by plaintiff from the judgment at the trial dismissing the action, and same has recently been allowed. In giving judgment in the Court of Review, Archibald J., speaking for the Court, said: "The plaintiff never represented that he was able to play "Baron Scarpia" in "La Tosca". He was engaged generally to play in drama, vaudeville, tragedy and comedy. No particular role was mentioned in the contract. It is further a part of the contract that plaintiff was to have 15 days within which to prepare his role. But, in the present case plaintiff had only been allowed a very much shorter period within which to learn his part. In any event, the plaintiff never refused to play the part of "Baron Scarpia". He simply asked for eight days in which to study it. The fact that he received a salary only paid to an actor playing the leading role has nothing to do with the present case. The contract is there, and it must be interpreted according to the ordinary rules of interpretation. The contract simply says that

the plaintiff must play the roles assigned to him. Nothing more. Judgment reversed and defendant condemned to pay plaintiff $370 and costs in both courts."

(Lasalle v. Cie. des Theatres; 25th April, 1908; Court of Review.)

Appeal in Damage Action Allowed on Appeal.

In the case noted at page 923 of the February, 1907, number of the *Labour Gazette*, defendants appealed from the judgment at the trial in plaintiff's favour and same has just been allowed by a majority of the Court of Review. In delivering the opinion of the majority of the Court, Lynch, J. said: "The principal allegation of negligence is that plaintiff was obliged to work near a dangerous machine, against which he had not been warned. He also alleges that the machine was in bad condition, and that it was not properly protected. The plaintiff had no corroboration whatever of his testimony. He, himself, admits that it was not his duty to work on the machine. But plaintiff, while admitting that he was warned about two or three weeks previous to the accident, swears that he was permitted to use the machine and did use it. Vaillant, the man in charge of the machine, denies this, says that plaintiff was repeatedly warned to keep away, not to meddle, and Arcand, a man working on the next machine, swears that he told plaintiff to keep away. The general foreman was absent at the time of the accident. And, again, Lefrancois, the general foreman, swears he warned plaintiff about a week before the accident to keep away from the machine. Just immediately before the accident, Vaillant warned plaintiff away, but plaintiff simply laughed at him. The machine was found by the jury to be in proper condition, the best and latest in design, and that it was protected as much as possible. Under these circumstances it seems impossible to the majority of this Court that the plaintiff should succeed. Article 508 C.P., par 3, is clearly applicable, and the majority of this Court has no hesitation in setting aside the verdict as contrary to the weight of evidence, and being such as twelve reasonable men could not properly find. The only question then is, whether we should order a new trial or dismiss the action. There being no possibility of further evidence, other than that of the plaintiff, in support of the allegations of negligence, we have adopted the second alternative, and the majority of this Court is of opinion, therefore, to set aside the verdict of the jury, reverse the judgment of the Superior Court, and dismiss plaintiff's action with costs in both Courts."

(Baker v. Canadian Rubber Co.; 9th May, 1908; Court of Review.)

ALBERTA CASES.

Miner Recovers Damages for Injuries Sustained.

In the Supreme Court at Lethbridge recently, Joseph Tinsley, a miner recovered a verdict for $3,153.80 against the defendants for personal injuries sustained by him while in the employment of the latter, owing to an accident which occurred in the mine in August of last year.

(Tinsley v. Canada West Coal & Coke Co.; 21st May, 1908; Scott, J.)

ENGLISH CASES.

Damages Awarded as the Result of a Strike.

An action was recently heard in the King's Bench Division which is of considerable interest to labour. It was an action brought by Hammond & Co. and Messrs. Boot & Son, Limited, carrying on business as printers in the Old Bailey and Fleet Lanex, to recover from the defendants damages for breach of contract in striking without notice, for injury done to machinery and type, and for interference with the efforts of the plaintiffs to get men to replace the strikers. The defendants denied the breach of contract, and pleaded that the plaintiffs dismissed them, or alternatively, that they left with leave and license of the plaintiffs, and they counterclaimed for wages which they alleged were due to them. The jury awarded the plaintiffs £600 damages, and also found in favour of plaintiffs on the counter-claim, and judgment was entered accordingly.

(Hammond et al. v. Goode et al.; April, 1908; Grantham, J.)

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